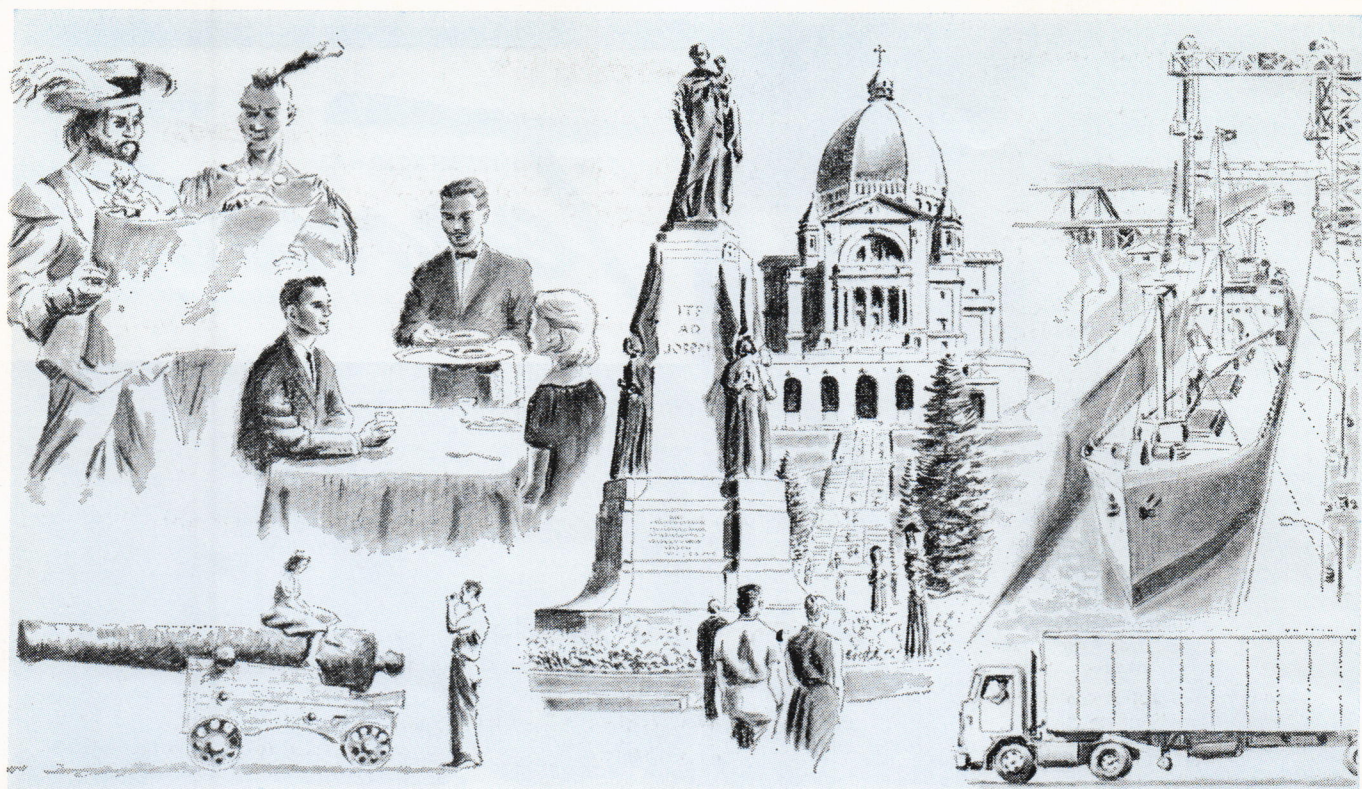


SEPTEMBER 1961

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE



Teamsters Score Victory on Pioneer Air Line



THE TEAMSTERS SALUTE MONTREAL



MONTREAL, Quebec, largest city in Canada, has a metropolitan area population of 1,620,758. Because of its largely French population and "old-world atmosphere," coupled with its proximity to the eastern United States, it is popular both as a convention site and tourist mecca.

Its name dates to 1535 when the site was first visited by Jacques Cartier; he called it "Mont Real" (Royal Mountain). The first permanent settlement, a mission and fort, was made in 1642. During the U. S. Revolutionary War it was captured briefly by colonial forces and Benjamin Franklin, with others, tried but failed to persuade the Canadians to join in the revolt. Many Loyalists (Tories) fled there from the embattled colonies.

During the 19th century introduction of steam and completion of the Lachine Canal which bypassed the rapids at Montreal spurred rapid growth of the port. There are 1,000 miles of unimpeded navigation to the

Atlantic. Today the city has 16 miles of harbor and, in 1960, 6,211 ships entered the port.

Manufactures are important; tobacco, railway equipment, foundries, garment manufacture, footwear, and cement being among the leaders. Montreal is bi-lingual; both French and English are spoken in its plants, shops, schools, and in most homes.

There are many items of interest for tourists in and around the city. The famed Laurentian Mountains, popular for both winter and summer sports, are an hour's drive to the north. The food in the many excellent restaurants is delicious and the atmosphere is . . . comment le dites-vous? . . . marvellous! Old-world charm is present here in a measure seldom found in North America.

Teamsters in the Montreal area number about 5,000 and are members of Joint Council 91. To them and their fellow-Montreallers, a Canadian-sized salute!

America's Cities—No. 18 in a Series



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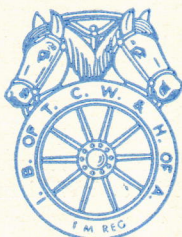
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Teamsters Score Victory on Pioneer Air Line



The International Teamster has an average monthly circulation of 1,321,000 and an estimated readership of 3,510,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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Local 299 Signs With Gambles

A three-year agreement between Teamster Local No. 299 and the Gamble Skogmo operation in Coldwater, Mich., has been reached, calling for a 24-cent wage package and other benefits.

The agreement covers warehouse employees at the Gamble firm.

In addition to the new wage package, the new contract calls for increased health and welfare and pension benefits.

All benefits are retroactive to April 1, 1961.

Conclusion of the new agreement marks the third in successful contract negotiations between Local 299 and the company.

Vet California Teamsters Dies

Officers and members of Teamster Local 490 last month mourned the death of Frank Chesebro, retired business agent and secretary-treasurer of the local union which represents California's Napa and Solano Counties. He died of a heart attack.

Chesebro, who retired in March of this year after 30 years of service to the Teamsters, was president of the Solano County Central Labor Council and vice president of the State Federation of Labor. In addition, he served on the Vallejo Selective Service Board No. 48 for 20 years, was director of the Solano County Fair, was active in American

Red Cross, Community Chest, United Fund, and served on the War Manpower Board.

Recognition of his devotion to public service came from the California state senate which in June, recognizing his retirement, adopted a resolution lauding his service.

Local 331 Honors 25 Yr. Members

In a recent presentation, Teamster Local 331 honored long-time members with 25-year pins and issued permanent honorary membership cards to retired members.

Receiving 25-year pins were Thomas M. Brady and Frank Abri-mont, president and secretary-treasurer of Local 331, Harry Cass, Walter Clarkson, Sr., Joseph Palmisano, Dilwyn Pettit, Louis Cercola, and Robert Prescott.

Given permanent honorary membership cards were Brady and Abri-mont, Roderick Howard, Alfred Hoffman, George Gail, Sr., Fred Ehrke, William Miller, Joseph Smith, William Brelsford, Sol Jacobs, John McMahon, J. W. Deery, Sr., Leroy Hathaway, Paul Marchant, Phillip Maxwell, Frank Miller, Wallace Roberts, Sr., Lloyd Stoll, and William Truax.

L. U. 202 Awards Scholarship

At a recent general membership meeting, Teamster Local 202 announced the recipients of its Mary W. Davies Scholarship Competition. An-

nouncement of the awards was made by the local union's president and founder of the scholarship, Charles W. Ullrich.

The two winners were Carolyn Gentile, Bronx, N. Y., and Paul Zatz, Brooklyn. Both were present at the meeting.

Honors Employee

The Mary W. Davies Scholarship was established in honor of Mrs. Mary W. Davies, of Oradell, N. J., who worked untiringly for Local 202 for more than 20 years before her retirement in June, 1960.

At a banquet given in her honor last June, the scholarship funds—one for \$3,000 and one for \$1,500—were announced by Ullrich. Carolyn is this year's recipient of the \$3,000 scholarship, Zatz of the \$1,500 award.

Scranton Vet First to Retire

A Scranton, Pa., employee of Rodgers Motor Lines, Inc., recently became the first Lackawanna County Area Teamster to benefit from the Central Pennsylvania Teamster Pension Fund.

Oscar "Pop" Ovens, long-time member of Local 299, received his first pension check from the fund in a ceremony held at the local union office. Also present at the ceremony were Harold Kerrigan and Peter Pagotta, Local 299 business agents; and John P. Barrett, president of Rodgers Motor Lines.

Began in 1935

Ovens began work as a driver for Ovens Transfer in 1935, and continued with that firm until 1946, when Rodgers Motor Lines purchased the company. He was continuously employed by Rodgers until a disabling injury in 1960 prevented him from performing his normal duties. Upon applying for his pension, Ovens was permitted to retire under the plan's disability provisions.

The Teamsters Central Pennsylvania Pension Fund went into effect in December, 1959, two months prior to his injury. The Fund provides pension coverage for 10,000 Teamsters in eight local unions in the area between York, Pa., and the Upstate New York Border.

Jointly negotiated by the eight local unions, the Fund in five years has increased its coverage from 500 to 10,000 members.

Labor Day Need: Unity



AT A MOMENT when the challenges of the times beg for the greatest possible unity, organized labor celebrates its annual holiday in a state of drifting, decisionless disunity.

With automation threatening labor with its greatest crisis of the century, on one hand, and dihard enemies of unionism shrewdly manipulating political strategems to weaken labor, on the other, we find the American labor movement divided into little coveys, each huddling selfishly in its own nest.

Those responsible for causing this division, and for perpetuating it, must be aware of their guilt in their own minds this Labor Day. They also must know that the future will hold them accountable for the disservice they have done the American workers.

THE ACCOUNTING which history must eventually make of this sad era in labor history will show, without doubt, that the division with which labor is burdened today is due chiefly to prejudices and selfishness of a handful of men who have been given posts of trust in the labor movement.

Ironically, these men's voices were among the loudest, a few years ago, when McCarthyism was being denounced. Yet, a few short years later, they have seen fit to practice a type of McCarthyism of their own and, in doing so, have fostered and promoted disunity.

When an officer of a union, whether he is a shop steward or an international president, permits his personal prejudices and likes or dislikes to stand in the way of advancing the general cause of labor and the workers he is supposed to represent, that officer is guilty of betraying a trust.

PERHAPS LABOR would enjoy greater unity this Labor Day if more of the nation's top union officers would bother to rub elbows more with those who put them where they are: The rank-and-file of union members. Perhaps if more of them would sit at the bargaining table and find out just what unions are up against today, they would be inclined to set

aside personal vindictiveness and work for unity of purpose and action among all unions to help solve the problems that are overwhelming the American worker and his family.

But the real question we must ask ourselves as we think over what Labor Day should mean to us is: How long will we tolerate disunity in the labor movement?

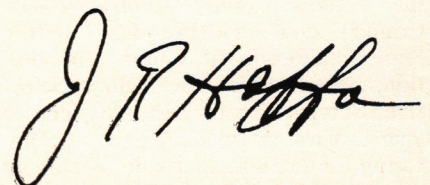
How long will the American workers be denied the strongest possible representation, which could be provided through true labor unity, in his struggle against displacement by automation; against repressive, union-weakening legislation?

THERE IS ASSURANCE in the fact that today there are voices in the union movement not afraid to speak out in demanding efforts to promote genuine unity. Among leaders who recognize the enormity of the problems rushing headlong at labor, there is realization that unity is not only desirable, but outright essential.

Interest of the Teamsters Union in the cause of unity cannot be construed as self-serving. We have continued to aid and assist other unions, as speakers at our 18th Convention so graciously pointed out. Our own organization has continued to grow, and we have won for our members gains that outdistance those of all other workers.

But the American worker in general has suffered from labor disunity. And while one worker suffers, all of us who call ourselves union leaders must be concerned.

That is why the Teamsters Union on Labor Day, 1961, is concerned.



'More Time' Needed

ICC Fights S. 1197 with Confusion

FOOT-DRAGGING, inconsistent and favored-treatment policies of the Interstate Commerce Commission went on parade when members of the Commission appeared before the Senate Interstate Commerce Committee to express opposition to S. 1197.

Under questioning by Senators as to why action had not been taken to clear up the rate-setting picture in the car-haul industry, the ICC chairman replied the Commission still has not worked out the full meaning of the 1958 amendment to the Transportation Act.

A few minutes later, a second member of the ICC said the amendment actually has had no effect on ICC policies or functions.

This led Senator Norris Cotton to declare:

"Now, if that (the 1958 Act) did not in any way change the power or the functions of your Commission or of your suspension board or the rights of the various carriers; if it left it just as it was, why did the ICC first protest against its enactment, and second, why has all the furore been aroused, and why has there been the slightest doubt or question in the mind of the ICC, as expressed by the Chairman, that made it necessary to let time elapse and weigh the cases in the light of the new law of 1958.

"That seems to me to be completely inconsistent with the statement that it did not make any change."

While both acknowledged that the intent of the 1958 Act was not fully understood by the Commission, Commissioners Hutchinson and Freas insisted in answer to questions by members of the Committee that "we are better off with what we have now" than they would be with S. 1197.

What is needed, the ICC witnesses said, is more time for them to decide what the intent of Congress was in passing the 1958 Act.

Some members of the Committee pointed out that an industry such as the truck car-haul industry could be killed off while a decision was being reached.

Here are some significant excerpts from the question and answer session which followed the statement given by Commissioner Hutchinson:

Senator Monroney. In certain areas where competing modes of transportation are out of business in that line that they have enjoyed a reasonable success in and they are out of business because the suspension of rates just arbitrarily filed without surveillance by the Commission, but by your suspension board, which are civil service employees, allows these to go into effect in about 24 hours, without the Commission looking at them, has resulted in a rather sudden death to these modes of transportation without any recourse, whether the rate is reasonable, whether it meets the historic tests that you speak of here.

* * *

Senator Monroney. When you can take a single line of specialized transportation, the railroads are and should be permitted to carry all kinds of freight traffic anywhere that their lines run, nobody questions that, but the trucks have specialized carriers who are licensed by you only to carry certain types of freight—automobiles particularly in this case which is a big industry.

Mr. Hutchinson. That's true.

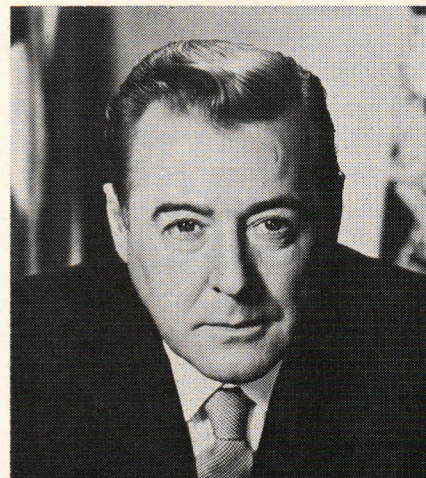
Senator Monroney. And yet I don't believe that you have come to grips with the conflicting holdings of your own Commission in the overturn of the rule of value or allowing cars and Cadillacs and Compacts to be carried at the same cost, which destroys another rule of weight and size as well as value, and yet there has been no definitive decision to say that this is legal or that it is illegal during the past two years that has been going on.

Mr. Hutchinson. In this connection, Senator, I think I should point out that the Commission, by that I mean the full Commission, has not made a determination in the particular area that you are talking about—that is new automobiles.

Senator Monroney. That's what I'm saying, in two years you lose a lot of blood if you are a small operator and you suddenly find that the rails with a suspension, quick reduction, which the Commission has not looked at but the Suspension Board has looked at, goes into effect and your competitor has not met competition but has reduced the competitive rate that has existed of about 66⅔ per cent of the previous rate.

* * *

Senator Monroney. This suspension thing is the thing that worries me. Somewhere down the line it seems that a matter of this importance, not only to the cases that I mentioned but the cases we heard about the day before yesterday from a very able witness for the truckers, is the pooling of mixed piggyback cargo between New York and Chicago, for example, to the detriment of the formerly existing rate that the rails had maintained



Sen. Warren G. Magnuson

but only between these two points, and he pointed out very clearly what it would do to the manufacturer in Rockford, Illinois, 70 miles distant from Chicago, that would be crippled by this pooling by freight forwarders and denying these very choice rates which in some cases were less than 50 per cent of the former LCL rates, to small manufacturers and small towns. It is a very favored treatment, it seems to me.

This is such a broad scale change that has been brought about not by the Commission but by the suspension boards down there that it leaves a great deal of havoc, I think, in the field of which you gentlemen are supposed to provide some degree of stability, some rules that a great industry or many industries can follow.

* * *

Senator Monroney. I don't think anybody expects the rates to be necessarily completely compensatory, but when they fail to meet very much more than the out-of-pocket cost, isn't that something for you to examine because if they don't meet it there, the extra third for their fixed charges, then this must be added to other commodities that are moving on these forms of transportation to make up that deficit. They will go broke quite quickly if all the cover on big, high-grade items that have always carried a greater share of their portion of the freight was to then be devoted to a less than reasonable return for not only their out-of-pocket costs but a proportion, at least, of their fixed charges.

Mr. Hutchinson. Here, again, Senator, my impression is that the rates that you have reference to return far



Chairman Hutchinson

greater revenues than the same traffic in boxcars did previously or do now.

Senator Monroney (presiding). Can you give me the cases that you have decided on that?

Mr. Hutchinson. No, as I said the Commission has not decided a case.

Senator Monroney. It has been three years since the Act was passed. It has been two years, about, since this wholesale selective rate cutting where you have a competing mode of transportation is now being driven to the wall, into bankruptcy or at least a shutdown and yet there is no decision by the Commission. This is what causes, I think, the concern of the Committee and a great many shippers.

Mr. Hutchinson. The Congress certainly intended to emphasize, as we see it, that the rules laid down in the new automobile case should be fol-

lowed by the Commission and it was our purpose actually before the 1958 Act was adopted, but nevertheless the Congress did act and so we can only conclude that the Congress intended to make absolutely certain that the rules in the new automobile case were followed.

So, as Commissioner Freas pointed out, it was more a change of emphasis than it was anything else. But it was, nevertheless, a change, to that extent.

Senator Monroney. But witness after witness of the railroads, the railroad presidents have come before this Committee and said the Act was significantly changed in 1958, the Congress intended to wipe away most of the past holdings and findings and, therefore, we have been given this right by this legislation — it was changed.

Mr. Hutchinson. The criteria that are suggested in this Bill, S. 1197, the Commission does consider now in appropriate cases. But this bill as we see it, would tend to make our processes inflexible by requiring us to consider these criteria in all cases.

The Chairman. And would you say—let's take the extremes of the testimony without mentioning any of the testimony specifically — suppose you agreed with a person that came and testified for or against this bill or a person complaining about the action of the committee as they interpret ratemaking, that in any of those cases if you agreed with that complaint you say that you have the authority now to take action?

Mr. Hutchinson. Yes, I think we do, Senator.

* * *

The Chairman. As far as you folks



Sen. Norris Cotton



Sen. Mike Monroney



Sen. Bob Bartlett

know, pursuing the suggestions of the Senator from New Hampshire, that despite all the testimony here, and I think we have had honest testimony here, wide differences of opinion but I think all these people that testified on all sides of this were completely honest in their testimony, the Suspension Board has been acting since 1958 as far as you know without any particular change in policy?

Mr. Hutchinson. That is correct.

The Chairman. That is correct, all right, that's all.

Mr. Hutchinson. I might point out this, that the carriers, all types of carriers, I think, have been perhaps more diligent in filing rate adjustments with us than they were prior to 1958 and I believe that's particularly true now in view of the fact that competition has become more intense for the dwindling portion of traffic that the common carriers are getting.

The Chairman. Then, as far as the Suspension Board is concerned we need not have passed the 1958 Act on ratemaking? Or we need not pass this one, or reject it or anything else? It is still the same down there.

* * *

Senator Monroney. Isn't this where one of our problems lie, within two years, with no action whatever, except a board appointed very briefly, and sketchily review the rate, that whole forms of transportation can be almost thrown down the drain?

Is this why I think perhaps if there is any recognition of the magnitude of the change of the historic rule of rate-making a review of more of these cases, if they can be recognized when they come before the Suspension Board for consideration that the Division 2, at least, should consider them and determine if they do have magnitude in rate-making changes of policy so that some appointive member confirmed by the United States Senate to the high office of Commissioner of the Interstate Commerce Commission could pass on whether this is of such urgency that under this quickie refusal to suspend that some more mature look can be taken to these sweeping cases.

* * *

Senator Bartlett. Well, again repeating that which Senator Monroney has said, namely, time wastes. If there is an injustice here, if corrections are not made reasonably soon, businesses will have to suspend, communities may be hurt — if this is cor-

Teamster Transport Views Asked

Teamsters President James R. Hoffa was among some 100 leaders in the transportation field invited by Commerce Secretary Luther Hodges last month to submit recommendations for vast revamping of existing federal transportation laws.

Unable to attend a meeting at the Commerce Department due to continuing negotiations on the West Coast, President Hoffa was represented by Sidney Zagri, legislative counsel, and Al Weiss, research director. It was at this meeting that Secretary Hodges asked for recommendations to be submitted. He said the proposals are sought in accord with the Department's drive to prepare at President Kennedy's request a comprehensive transportation program by November 1.

The Commerce Secretary noted that nearly \$2 million has been spent by the government in recent years on transportation policies.

Yet, he said, "we still do not have an overall national transportation program."

Hodges told the meeting his Department is not seeking "another study," but an "action program." He assured the meeting that "none of us who have responsibility for the report have a single preconceived notion."

The meeting was opened to comments from those present, representing industry and labor.

Zagri suggested the Commerce Department could go far toward easing the nation's transportation woes by pressing for more effective execution and administration by regulatory agencies of existing transportation policies and regulations.

Those submitting recommendations to the Secretary of Commerce were to have them in within a week.

rect then reforms need to be made.

In the light of the fact that you do not believe that 1197 provides those needed reforms, in the light of the fact that the 1958 Act is not yet clear to the Commission, my question is this: would you have any legislative proposals to make to the Congress so that order may be brought into this situation so that you will have clear guide lines, you and the Commission, so that you won't have difficulty in interpretation and in decision?

Would you have a counter set of proposals, legislative in nature, in other words, to put before the Congress?

Mr. Hutchinson. With specific reference to the rule of ratemaking we feel that we are better off with what we have now, that is 15a(3) than we would be with this proposal or any proposal that we have in mind.

We have no specific suggestions to make to the Congress for changing the rule of ratemaking, certainly.

* * *

Senator Monroney. Mr. Freund, when he testified, said, "A forceful illustration of the application of separate standards for the motor carriers and railroads is shown in two recent cases. In Automobiles—Duluth, Minnesota to Washington, Division 2 of the Commission condemned and ordered cancelled motor carrier mileage

rates stated per single automobile regardless of the character or value. It stated that a luxury-type of automobile with greater weight would be transported at the same rate as an economy-type automobile with lighter weight, and that it was only just and reasonable that a higher-valued automobile pay a higher rate per 100 pounds than the small lower-valued automobile."

He goes on to say, "Yet less than seven months later, in Suspension Board case No. 22950, the Commission declined to suspend, and set for formal hearing, rail trailer-load rates that applied regardless of the size, value or weight of the automobiles transported."

"A comparison of some of the existing rates reveals some rather startling departures from the pronouncements of the Duluth case."

What I'm asking is doesn't the Suspension Board keep up to date with the reading of the Commission's findings as guide lines on which to act, even though these guidelines of the Commission's decisions may not be formally laid before the Suspension Board as the protestants against the new rate asked that this rate be suspended?

Mr. Freas. I don't believe that situation is quite as inconsistent as it might seem on the face of it without going into it * * *

Bills Gaining Approval

Hope For Action On Automation

OUTLOOK for government action on the problems of automation brightened last month as legislation to move into the area found fairly smooth sailing.

In the Senate, S. 1991 was passed. It is a manpower-retraining measure and a companion bill to HR 8399, which was headed for a vote in the House as *The Teamster* was being prepared for press. Both measures call for government funds to support vocational training for workers displaced by automation, but they differ in such details as length of program and amount to be paid trainees.

Prompt action by Congress to meet the problems of automation had been urged in a report of the House Subcommittee on Unemployment and the Impact of Automation which set forth a concise picture of the problems created by technological advances.

The official report of the subcommittee, chaired by Rep. Elmer J. Holland (D., Pa.), was approved with only one dissenting vote.

During the course of hearings on the question of automation and unemployment, the subcommittee received testimony from many spokesmen for labor and industry. Teamsters Executive Vice President Harold J. Gibbons appeared before the group and urged creation of a National Commission on Automation Unemployment to devise an orderly course of technological progress. (See *The International Teamster*, May, 1961.)

The subcommittee advanced these recommendations:

1. Encourage and assist those unemployed who are qualified and willing to undertake further education.

2. The retraining of persons displaced from their jobs by automation should be encouraged by financial assistance to the States to enable them to modify and expand existing State programs of vocational education.

3. Encourage technologically displaced workers and their families to move to areas in which job opportunities exist.

4. Provide financial assistance to Bureau of Labor Statistics to develop methods of determining the severity and impact of unemployment on

families and individuals in terms of earnings, living standards and other qualitative factors as well as measure out unused supply of labor—including those not in the labor force and those working only part time.

5. An increase in the quantity and quality of information about the factors determining mobility among the unemployed.

6. Urging businessmen to cooperate with the Government in developing a reporting system on anticipated technological changes similar to the census of manufacturers and National Science Foundation information gathering system.

During the subcommittee hearings, testimony given by labor, industry, government and education spokesmen revealed facts and figures which clearly underscore the mounting crisis which automation is fostering. These facts were:

1. The United States is the first nation in the world where total output continued to rise while employment of productive workers continually decreased.

2. Production rose 43% . . . employment of factory workers decreased 10% . . . population increased 19%. This was between 1950 and 1960.



"I was a truck driver, and I told myself 'This is one job that's safe from brain machine operation.'"

3. The last three recessions increased in severity while the ensuing prosperity periods grew shorter.

1949-53—prosperity period lasted 45 months

1954-57—prosperity period lasted 35 months

1958-60—prosperity period lasted 25 months

4. Rate of unemployment grew with each recession:

1954—6%

1958—7½%

1961—8%

5. Rate of unemployment grew also during prosperity peaks:

1953—3%

1956—3.9%

1959—4.8%

6. Estimate of unemployment expected in 1962—when production has greatly increased and national economy will have recovered considerably—5% to 6%.

7. Between 1960 and 1970—26 million young workers will enter labor market—and if present conditions continue, 7.5 million will not have completed their high school education; and this means they will be wholly unprepared to work in a world where major technological advances are being made daily.

8. 20% of nation's unskilled workers are unemployed today . . . 40% of men between the ages of 45-64 who are unemployed have been so for over 16 weeks.

9. During the 60s greater job opportunities must be created—possibly 4 million a year—to provide employment for average yearly growth of 1,350,000 and annual displacement of 2.5 million workers from rising productivity through automation.

10. 10,000 computer installations will be made in 1961—and each installation affects 140 jobs . . . therefore 1,400,000 workers will feel the results of this growth of automation this year.

11. In steel industry—steel production and shipments were almost identical in the years of 1950 and 1960 . . . yet . . . in 1960—80,000 less production workers were employed and the work-week averaged 3.3 hours less than in 1950.

Local 810 Members, Stewards Praised For 'Will To Fight' As Birthday Marked



Applause from head table as message of congratulations from General President Hoffa is read to Local 810 members.

The members and stewards of Teamsters Local 810 in New York, N. Y., "whose staunch and loyal support and will to fight for improved conditions made possible our twenty great years of progress," were praised at the union's Twentieth Anniversary Celebration held May 19.

More than 400 Shop Stewards and 20-year members gathered at the Park Sheraton that evening to review the local's history and to receive the plaudits of labor and political leaders on "the building of a great union."

President Milton Silverman, who was presented with a plaque for his "unselfish devotion and inspiring leadership" over the years, paid tribute to the "whole-hearted support given us by the International Brotherhood of Teamsters and General President James R. Hoffa in counsel, manpower and financial assistance."

Personal Greeting

Harold J. Gibbons, executive vice president of the Teamsters Union, brought the personal regards of General President Hoffa who was unable to attend.

"President Hoffa and the International Union are especially proud of your union and its record of steady growth in membership and accom-

plishment," Gibbons told the gathering.

He also expressed gratification over seeing so many women stewards active and participating in the affairs of the union and labor. It was the women, he noted, who generally bore the brunt of the slanders broadcast about the union and about the labor movement.

In hailing the Stewards, Mr. Gibbons pointed out that "you won your battles, not because your enemies went home but because you manned the front lines in the fight for decent wages and conditions and dignity on the job."

Officials on Hand

In addition to Gibbons, other guests on hand to hail Local 810 included John O'Rourke, Teamster vice president, and president of Joint Council 16, Teamster Vice President Anthony Provenzano; Joseph Trerotola, secretary-treasurer of the Teamsters Eastern Conference; and E. Roderick Clay, representing Teamster Vice President Thomas Flynn, also chairman of the Eastern Conference.

Congressmen Abraham Multer and Alfred Santangelo, Judge Hyman Barshay, State Senator Seymour Thaler and Edward Fadigan of Philadelphia Local 169 also attended the celebration.

White Collar Gains for IBT

The Nation's white collar workers are turning to the International Brotherhood of Teamsters in greater numbers to seek better wages, hours, and working conditions, a survey by the Bureau of National Affairs shows.

The Teamsters ran ahead of all other unions combined in the percentage of white collar elections won. The National Labor Relations Board conducted 133 elections in white collar units.

All unions participating won 51 of these elections, or 38 per cent.

The Teamsters won 46 per cent of the elections in which it participated.

Major election victory for the Teamsters in the white collar organizing field was a unit of 85 office employees at National Van Lines in Chicago.

Teamster local unions throughout the country participated in 26 such elections during the 12 months of 1960.

Teamster Saves Tot from Well

Teamster Leonard Cataldo was praised last month for his heroic efforts in saving the life of a 23-month-old boy who had fallen into a 15-foot well.

Cataldo is a member of Teamsters Local 232 in Port Edward, N. Y., and is the shop steward at the terminal of the Leaman Transportation Company. George Pierce is secretary-treasurer of Local 232.

New York State Police said that Cataldo rescued 23-month-old Paul Douton after he had fallen 15-feet into five feet of water in the bottom of the old well.

Young Douton was being watched by his 11-year-old brother while their mother went shopping. The baby fell through a 12-by-16-inch opening in the old cobblestone-lined well. His older brother immediately sounded a call for help.

Cataldo, who was near-by, heard the call, and proceeded to crawl down the well to rescue young Douton. Cataldo said the boy was floating face down with his hand clinging to a crevice in the well when he got down there.

State police said that Cataldo had the boy out of the well when they arrived. The story of Cataldo's heroism was carried nationwide by the United Press International and the Associated Press.

To Promote Cooperation

IBT, Mine-Mill Union Sign Aid Pact

A **MUTUAL** assistance pact designed to promote cooperation in all major areas of trade union activity has been signed by the Teamsters Union and the International Union of Mine, Mill and Smelter Workers.

The aid and assistance agreement was signed in San Francisco, Calif., by General President James R. Hoffa and John Clark, president of the Mine-Mill union. It became effective August 18.

One of the oldest unions—68 years old—Mine-Mill has in recent months been the target of one of the truly significant legal attacks made against labor since passage of the Landrum-Griffin law.

Nine of the union's present officers were sentenced to heavy fines and jail terms in March, 1960, on the old anti-labor charge of "conspiracy." They were specifically accused of conspiring to defraud the government by violating the non-Communist affidavit section of the Taft-Hartley law.

In the face of the flagrant attack on Mine-Mill, inspired in large measure by anti-labor hysteria whipped up by the McClellan Committee, many leaders in organized labor arose to the union's defense.

The Supreme Court threw out the convictions following a legal fight assisted by Retired Brig. Gen. Telford Taylor, who was chief U. S. prosecutor at the Nuremberg trials of Nazi war criminals.

Hoffa Gave Support

President Hoffa was among the numerous labor leaders who supported Mine-Mill during its legal struggle.

The mutual aid and assistance pact signed between the two unions in San Francisco recognizes, in the preamble, that "the interests and welfare of the membership of both organizations can be protected and advanced by mutual cooperation and assistance . . ."

The agreement provides the following:

I. This agreement shall embrace the local unions and affiliated bodies of the Teamsters and Mine-Mill in the United States and Canada.

II. Each party to this agreement shall recognize and respect the juris-



Signing new pact between Teamsters Union and Mine-Mill are, seated, John Clark (left), president of Mine-Mill, and General President James R. Hoffa. Standing are Mine-Mill Secretary-Treasurer Irving Dichter (left) and Western Vice President A. C. Skinner of Mine-Mill.

diction of the other party as established in our respective International Constitutions, and shall assist each other in protecting and organizing workers under such jurisdiction.

III. Each party to this agreement shall plan and initiate such joint organizational projects as may be mutually agreed upon and shall, when called upon to do so, assist each other in organizing drives and labor board elections where it does not interfere with established union certifications, and otherwise provide mutual assistance to preserve and extend the membership of the Teamsters and Mine-Mill.

Mutual Bargaining Aid

IV. Each party to this agreement shall support and assist each other in collective bargaining, authorized strikes or lockouts or other disputes with employers or employer associations, except where it is a jurisdictional dispute or where other certified local unions are involved.

V. Each party to this agreement shall cooperate in defending the contracts, the established jurisdiction and the welfare of each organization against any threat to the same by employers, anti-union forces or other groups.

Coordinated Effort

VI. Each party to this agreement shall coordinate their efforts in the fields of city, state, provincial and federal legislation beneficial to the parties and the interests of organized labor in the United States and Canada. The parties shall wherever possible work together and with other unions in political activity beneficial to the interests of each other and to organized labor.

VII. To assure the application of the objectives of this agreement, the parties shall establish a joint committee of equal representation from each organization in both Canada and the United States. Such joint committees will arrange area and regional meet-

ings to discuss and mutually agree on coordination and application of the objectives of this agreement in each area, state, province or territory.

VIII. It shall be understood and agreed that this mutual assistance pact shall in no way limit or conflict with the obligations of either party to its membership, the conduct of its union business or other requirements of operation under the constitution and by-laws of each International Union.

This agreement shall become effective

on the 18th day of August, 1961, and continue in full force and effect from date hereof until cancelled by proper notice of either or both parties.

For the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America

s/James R. Hoffa

President

For the International Union of Mine, Mill and Smelter Workers

s/John Clark

President

Teamster Official Named to High State Post by Washington Governor

Joint Council of Teamsters No. 28 scored an important first in state government when Gov. Albert D. Rosellini announced the appointment of Robert Mikalson, secretary-treasurer of Teamsters Local 252, Centralia-Chehalis, to a six year term on the five-man Washington State Highway Commission.

Mikalson is the first Teamster officer in the United States to be named to such an important highway position.

The ink was barely dry on the appointment before Mikalson joined with his fellow commissioners in their re-organization meeting in Olympia.

"In naming Mr. Mikalson to the Commission I am cognizant of the fact that the Teamsters have a vital stake in the success of our broad highway program," Governor Rosellini told the Washington Teamsters. "Mr. Mikalson has specialized in the field of heavy construction and he was endorsed by the Joint Council executive board as well as Ed Weston of the Washington State Labor Council. I feel that I have picked an outstanding representative from the Southwest Washington area."

Mikalson joined Local 252 as business representative on September 12, 1955, and was elected secretary-treasurer in December 1960 upon the retirement of Secretary Bruce Lewis. He is a former member of Laborers' Local 948, served the local as president and was business representative for the Centralia Building Trades Council.

Mikalson was also a member of the board of the Washington State Building Trades Council until the Teamsters were expelled from the AFL-CIO in December, 1957.

He also serves on the Joint Council's Heavy Construction Committee as recording-secretary.

Mikalson was born in River Falls, Wisconsin and is 41 years old. The family moved to Eureka, Montana where he received his high school education. He attended Montana State University in Bozeman for two years before answering the call to the colors.

He joined the 163rd Infantry of the 41st Division in 1939 and shipped to the Southwest Pacific. Transferring to the Air Corps January 1, 1942 he served with the Fifth Air Force throughout the war with Japan rising to the rank of First Sergeant.

Mikalson was discharged at Fort Lewis and decided to settle in the Northwest. He entered the University of Washington and played out his



Robert Mikalson (left) with Gov. Albert D. Rosellini.

final two years as first string fullback under Coach Ralph "Pest" Welch.

Graduating from the University with a teaching certificate in 1948, Mikalson coached and taught at Centralia Junior College. He taught physical education and biology. His wife, Marie, is a graduate of Central Washington College of Education, and taught for 15 years in the Seattle and Lewis County systems.

The Mikalsons have two boys; Robbie, aged 12; and Ron, 21 months.

The new Commissioner's parents are now retired in Spokane. Lawrence Mikalson was a long-time member of the Hod Carriers' Union until reaching 65 last March, while Mikalson's two brothers are still members of that union.

Mrs. Mikalson's parents, the Frank Kordes of Cle Elum, are a union family. Frank belongs to the Lumber & Sawmill Workers' Union.

Community Services

Though his work-load as a business representative and secretary has increased with each new day and each new problem, Mikalson has found time for real Community Service in Centralia.

He served as chairman of the Lewis County March of Dimes two years ago, and has coached championship teams in Little League and Babe Ruth baseball, as well as his real pet—flag football. He has taken an active part in the Centralia public parks program.

Mikalson is a Democrat and is president of the Young Democrats of Lewis County. He, with Bruce Lewis, was a charter member of the Rosellini for Governor Club.

"I am honored by the Governor's confidence in me and I will address my energy and intelligence to the task of performing a real and lasting service to the people of this state," Mikalson said. "I also appreciate the support I received from the Joint Council and the many citizens contacted in my own community."

Mikalson joins two other Teamster secretaries who have received appointments during the Rosellini administration. Fred Wehde, secretary of Teamsters Local 524, Yakima, is a member of the Washington State Safety Council; and Vern Martin, secretary of Local 378, Olympia, is a member of the State Advisory Council of the Employment Security Department.

Wehde is a trustee of Joint Council No. 28, while Martin is vice president.

Bus Employees Vote Teamster

Teamsters Local 826 announced recently that employees from two New York City bus companies have voted to become members of the International Brotherhood of Teamsters.

Frank Cassata, president of Local 826, said, "Both of organizing victories are part of our overall organizing drive on all charter bus-lines, private, school, racetrack, and others, which is proceeding full-force."

Cassata said the first victory was with the employees of the Pioneer Bus Company. Immediately after joining the Teamsters Pioneer employees won a flock of new economic benefits. There was a short-lived strike, lasting less than three hours.

The second organizing victory came at the Reliable Bus Company, following an election by the National Labor Relations Board. Reliable employees voted 10-0 for the Teamsters.

IBT Defeats SIU, District 50

Unlicensed deck personnel of the marine department of the Erie-Lackawanna Railroad have chosen the Teamsters Union to be their bargaining representative in a National Mediation Board election.

In winning the election, the Teamsters Union defeated the Seafarers International Union and District 50 of the United Mine Workers.

The vote was: Teamsters, 86; District 50, 78; Seafarers, 1.

Results announced earlier also gave the Teamsters Union a victory in balloting for unlicensed engine room personnel. The vote was 27 for Teamsters; 11 for District 50 and 3 for Seafarers.

Results of the vote for deck personnel had been delayed due to a protest by the other two unions. The Board ruled in favor of the Teamsters.

President James R. Hoffa wired Sam Del Grosso, president, and Herbert Olsen, secretary-treasurer, of Local 518:

"Congratulations. The International Union is very happy you have been victorious over the SIU and UMW District 50 despite the many roadblocks put in your path. Your victory reflects credit on your local union and the International in meeting the needs of the workers."

Bay Area Contract Signed; Drive Pushed to Settle West Coast Pact

With San Francisco Bay Area freight negotiations brought to a successful conclusion, the drive to wind up freight talks for the eleven western states moved into high gear toward the month's end.

A referendum involving nine Bay Area locals saw some 7,000 Teamster members approve a new contract by a three to one vote. The new agreement provides for a 28-cent-an-hour package, covering increases in wages and improvements in fringe benefits. Contract clauses governing working conditions also are strengthened.

The Bay Area contract culminated several months of serious—and sometimes critical—negotiations and was brought to a climax when General President James R. Hoffa entered the bargaining sessions. Union negotiators credited the "experience of President Hoffa" with giving Teamsters in Joint Council 7 a contract that will "protect and improve their conditions and wages for the next three years."

President Hoffa told the rank-and-file negotiating committee that "the contract is a good one and, in these days of manufactured hysteria, which could lead to complete government control of collective bargaining, being able to reach an agreement here without a strike pays great tribute to the level-headedness of all who were involved in the negotiations."

Rank-and-file members of the negotiating committee termed the bargaining sessions in the Bay Area "a lesson in modern day negotiations." They said that members of the Teamsters Union today must realize that those who represent the workers must understand present labor laws before they approach the bargaining table.

The Bay Area contract affects some 10,000 members. Seven employer associations are covered in the new pact.

Transport of Farm Workers Improves

Transportation of farm workers in California proved to be a much safer business during 1960 than in any of the previous years on record, according to Thomas N. Saunders, Chief of the State's Division of Industrial Safety.

"The number of workers disabled dropped from 329 in 1959 by more than half, to 130 in 1960. Fatalities were cut in half—from eight to four," Saunders reported.

Saunders attributed the dramatic decrease in accidents and injuries to two things: vigilant inspection of buses and trucks used to transport workers, and the promulgation of new farm transportation safety orders in 1959.

"We no longer allow workers to be

transported in broken-down, worn-out, and over-crowded vehicles," Saunders said, "and the new safety orders provide us with minimum, enforceable standards."

The Division of Safety, Saunders explained, has been working with the California Highway Patrol, the U. S. Department of Labor, and the Mexican Consulate to correct the shocking conditions of the past.

"We are still finding workers transported to and from the job on buses or trucks that shouldn't be allowed on the highways, much less to transport scores of men. But we are weeding them out as fast as we can. This year's greatly improved accident record shows we are succeeding," the Safety Chief said.

NLRB Bars Superseniority For Replacements of Strikers

The National Labor Relations Board has ruled unanimously that the awarding of superseniority to replacements of strikers and to strikers who returned to work during a strike is an unfair labor practice under the Labor Management Relations Act.

"In our opinion," the Board said, "superseniority is a form of discrimination extending far beyond the employer's right of replacement" of economic strikers to carry on his business, adding that it is "in direct conflict with the express provisions of the Act prohibiting discrimination."

The decision was signed by Chairman Frank W. McCulloch and Members Philip Ray Rodgers, Boyd Leedom, John H. Fanning, and Gerald A. Brown.

The case involved the International Union of Electrical Workers, AFL-CIO, Local 613, Erie, Pennsylvania, and the Erie Resistor Corporation,

manufacturer of electronic components and custom-molded plastics.

Upon expiration of its contract with the company and failure to negotiate a new agreement, the union called a strike March 31, 1959. During the strike period, the company adopted a policy granting 20-year seniority to new employees hired as strike replacements and 20 years additional seniority to laid-off employees and to strikers who returned to work. The union terminated the strike June 25, 1959.

In the course of economic layoffs which followed, many strikers who had not been replaced and who had been recalled at the end of the strike were among the first to lose their jobs solely as a result of the superseniority plan.

Acting on unfair labor practice charges filed by the union, the General Counsel of the N.L.R.B. issued

a complaint alleging unlawful interference with employees' statutory rights, discrimination in regard to conditions of employment, and refusal to bargain collectively in violation of Sections 8(a)(1), (3) and (5) of the Act.

Trial Examiner Reeves R. Hilton, who heard the case at Erie, recommended dismissal of the complaint. Overruling him, the Board found violations of the Act and ordered the company to rescind its 20-year superseniority policy and restore prior seniority, to offer reinstatement and back-pay to employees laid off because of the superseniority plan, and to bargain collectively with the IUE local.

The Board ruled that the superseniority policy was discriminatory in violation of the Act and was an unlawful means of combatting the employees' right to strike.

"Superseniority effectively divides the strikers against themselves," the Board said. It asserted that "an offer of superseniority is not merely an attempt to secure new 'replacements,' but more accurately an offer of benefit to individual strikers to abandon the strike and return to work."

Also:

"Superseniority renders future bargaining difficult, if not impossible, for the authorized collective bargaining representative. . . . Employees are henceforth set apart into two groups: those who stayed with the Union to the end and lost their seniority, and those who returned before the end of the strike and thereby gained extra seniority. This difference is reemphasized with each subsequent layoff, for those who supported the union most faithfully are likely to be the first laid off. . . . The effective reward of nonstrikers and punishment of strikers inherent in superseniority stands as an ever-present reminder of the dangers connected with striking, and with union activities in general."

The Board contrasted the primary issue in the *Erie Resistor* case with the *Mackay Radio & Telegraph Co.* decision by the Supreme Court (304 U.S. 333). In that case, the Supreme Court held that an employer could lawfully hire replacements during an economic strike in order to continue his business, and need not, at the strike's end, discharge the replacements in order to reinstate returning strikers.

Teamster's Safety Drive Pays Off For Motorist in Two Ways



A member of Teamster Local No. 313, Tacoma, Washington, for 25 years, Bernard Lamb has instigated a one-man traffic safety campaign which pays off for highway motorists in two ways.

Lamb has designed and copyrighted a sign which encourages safe driving and attracts highway motorists to restaurants patronized by truck drivers.

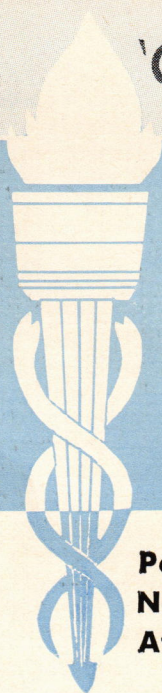
"Motorists all over the nation know a restaurant where truck drivers eat is

one where good food and coffee are served," Lamb declares.

His double-duty sign advertises to motorists that "Truck Drivers Stop Here," and carries the safety message: "For Safe Driving, It's Coffee Time."

Since beginning his traffic safety campaign, Lamb has become the Duncan Hines of Washington's Pierce County, and he certainly upholds the Teamsters' reputation of being the Knights of the Road.

'OPERATION HOPE'



DRIVE Launches Major Membership Campaign

Portion of Active Membership Dues Will Help Nationally- Famed Medical Center; Atomizers Are 'Free Bonus'

A **MAJOR** campaign to enlist active members in DRIVE, political education and legislative arm of the Teamsters Union, is being initiated this month.

Full-scale activity to expand and broaden the union's political education force is in line with convention actions which urged a vastly stepped-up program of practical political action in the precinct-by-precinct, block-by-block concept.

DRIVE, established a little more than a year ago, already has enrolled thousands of Teamster members and their wives as active members. It has assisted in establishing a number of women's auxiliaries. Several hundred of auxiliary members have made special trips to Washington, under DRIVE sponsorship, to urge Congressmen and Senators to support legislation to end selective rate-cutting that has robbed Teamsters of their jobs.

Two Worthy Goals

In announcing the start of a full-scale DRIVE membership campaign, President James R. Hoffa disclosed the program would serve two worthy goals:

1. It will help finance DRIVE's political education and community action program.

2. It will provide support for the research and medical care work of the City of Home, famed medical center in Duarte, Calif.

Active membership dues in DRIVE

are \$3 a year. A portion of this will go to DRIVE headquarters, another portion to the local union for grassroots political action and the remainder to the City of Hope.

Offer Free Bonus

A feature of the campaign for new members is the offering of a free bonus to each new subscriber. It is a handsome, gold-plated perfume-filled spray atomizer, with choice of one or two highly desired perfumes, comparable to Chanel or Arpege. Similar atomizers have a \$5 retail price tag.

The idea of combining support of

a union political education program with assistance to a notable community service project is unique in labor history.

Combined Hope

The two-in-one project has been labeled "OPERATION HOPE"—combining the hope offered to humanity by the medical center with the phrase, "Help Our Political Education."

Local union officers, business agents and shop stewards will be supplied membership books and perfume atomizers to be distributed to subscribers.

Since the objective of DRIVE is



Aerial view of City of Hope Medical Center.

service to the community as well as political and legislative education, diverting a portion of DRIVE membership fees to the City of Hope is appropriate.

A unique, labor-backed medical center, City of Hope, is demonstrating to the world that the most advanced techniques known to medical science combine neatly with the ancient humanitarian concept that we are "our brother's keeper."

The medical center, which occupies an expanding complex of buildings spreading across 95 acres of land, was described by *The New York Times* not long ago as "one of the nation's most advanced medical research centers." President Kennedy has called it "one of the world's outstanding centers devoted to catastrophic diseases."

The City of Hope specializes in cancer, leukemia and other major heart, chest and blood ailments, which are among the most difficult and costly to treat. But never in its 48-year history has it charged anyone anything. "It's our belief that everyone is entitled to the best medical care, not as charity, but as a matter of social justice," says Ben Horowitz, an intense, cheerful and enormously energetic man who serves as the medical center's executive director.

The City of Hope meets its multi-million dollar annual budget through contributions from government agencies, private philanthropies and organized labor. The last, in some respects, has been the most significant. Originally established as a tent shelter for tubercular refugees from the sweatshops of New York, the City of Hope has always considered itself an expression, in the world of medicine, of the philosophy that animates the American labor movement.

Teamsters from all over the country, along with members of other unions, have at one time or another been admitted as patients to this institution.

Non-sectarian as well as free, the Duarte medical center isn't content merely to employ existing medical techniques. "We're a pilot medical center," Horowitz emphasizes. "It's our aim to influence medical treatment in our area of specialization throughout the world."

At the City of Hope, teams of scientists and doctors, many of them world-renowned, are constantly at work on new treatment techniques and equipment and on research close



A young City of Hope patient.

to the threshold of cures for various "killer" diseases.

Whether it's pure research or something as immediately practical as lessening the destructive shock of leukemia, the City of Hope is among the leaders. The low-cost cobalt "bomb," now used in hospitals throughout the country for treatment of deep-seated cancer, was developed at the City of Hope. The cesium "ring," an even

more efficient instrument for the same purpose, is another Duarte innovation. Not long ago, this unusual medical center won world-wide recognition for developing, and putting into operation, the first total body irradiation chamber, a device of vast potential significance in treatment of leukemia and other major diseases.

Reflecting the pilot nature of the City of Hope, it was recently the scene of an international scientific symposium sponsored by the U. S. Navy's Office of Naval Research. Seventy of the world's leading scientists met together to review progress in research on amino acids, sometimes called the "building blocks" of the body.

The center is always bustling with new projects. Right now, for example, its biochemists are hard at work finding out how maleuric acid blocks, at least temporarily, the growth of certain forms of cancer in animals. Another team of research workers is probing the basic mystery of how viruses get into the living cell.

"We're a pilot medical center," Horowitz proudly reminds visitors to Duarte. "We consider it our mission to lead the way."

Teamster Cited for Heroism



Robert Riordan, of Syracuse Teamster Local 316, is pictured receiving the Pasteur Gold Medal for Heroism from Commerce Secretary Luther Hodges in the Secretary's Washington office. Mrs. Riordan watches the presentation of the Pasteur Medal which is awarded annually by the Milk Industry Foundation. Riordan, a Syracuse milkman, was selected this year for the award for deliberately driving his delivery wagon into a tree to avoid running down a group of children when his brakes failed while negotiating a steep hill. The Local 316 Teamster suffered a broken leg, six broken ribs, and severe lacerations on his face, arms and legs in the accident.



Pickets stand solemnly outside race track as grim-faced fellow members walk in funeral cortege for slain Teamster member.

Seven Stab Wounds in Back

Teamster Slain on Picket Line

STUNNED by the knife-slaying of a striking Teamster on an Aqueduct Race Track picket line, officers of Local 917, New York, declared intent to spread picket lines to other thoroughbred race tracks.

Police immediately arrested a non-striker and charged him with second-degree murder.

Dead of seven stab wounds in the back was William Keyes, a long-time member and shop steward of Local 917. He had been recently fired for his activity as a union member, and his dismissal became the basis of an unfair labor practice charge filed by the union.

Won Elections

Local 917 established picket lines in support of its legal rights as bargaining agent for stablehands. The union, which has won a majority of stable-by-stable elections, is seeking improved wages and other economic conditions for stablehands. Some track workers receive as little as \$58 a week take-home pay.

Charged in the death of Teamster Keyes was William Dumpson, 28. He told police pickets jeered him as he left an eating place near the track, a melee ensued, during which the striking picket was stabbed seven times in the back with an eight-inch knife.

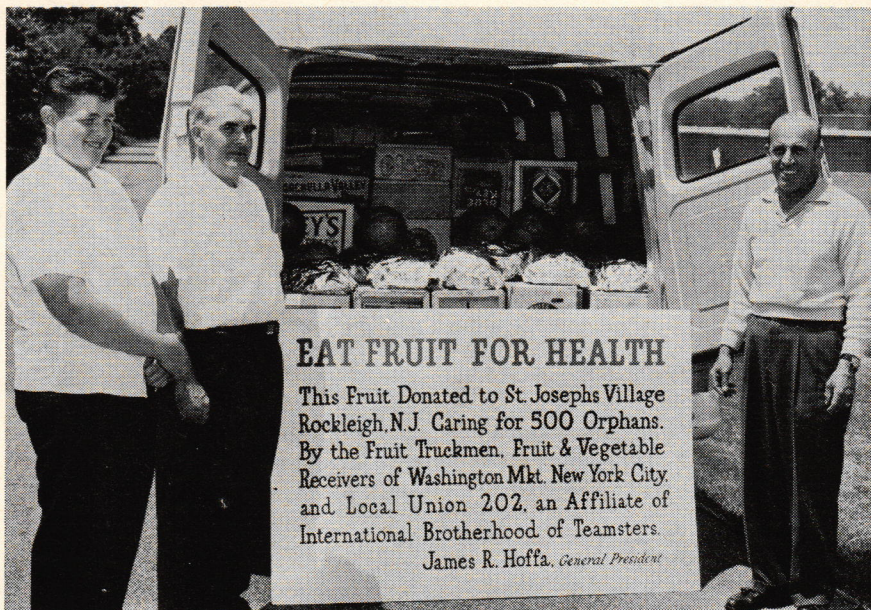
John Burke, president of Local 917,

said pickets would follow the horses as they moved to other tracks in the state.

He also said he was filing a formal protest with Mayor Robert F. Wagner

of New York City against the police guard supplied at Aqueduct. Burke declared the police were "definitely" not neutral and were "acting as strikebreakers."

Teamster Local Assists N.J. Orphans



Teamster Local 202, of New York City, took time out from a busy Summer schedule to deliver a shipment of fruit to the orphans at St. Joseph's Village, Rockleigh, N. J. Under a slogan, "Eat Fruit for Health," the local union, in cooperation with industry, provided the orphans with packages containing oranges, apples, bananas, plums, cherries, nectarines, peaches, and watermelons. Shown here are Tom Black; Bill Black, Local 202 vice-president; and Charles Ullrich, local union president. Tom is the son of Bill Black.

Kowalski Presses Fight to Assure No Subsidy for Strikebreaking

SHALL the government, with taxpayers' money, subsidize corporations' costs for strikebreaking?

That was a red hot question in Washington last month, and one Congressman was doggedly seeking assurances that the answer would be "no," once and for all.

The issue arose when it was revealed that United Aircraft Corp. was negotiating with the Navy in an effort to collect \$7½ million for its subsidiary, Pratt & Whitney, to offset added costs to a contract due resulting from a strike by Machinist Union members.

Bold Attempt Aired

The bold attempt to get taxpayers to pay for strike-breaking was aired in hearings before a subcommittee of the House Armed Services Committee. A report of the Comptroller General of the U. S., Joseph Campbell giving details of the UAC maneuver was read into the committee record.

Rep. Frank Kowalski of Connecticut had requested the Comptroller General to look into the effort to get reimbursed for strike-breaking.

Last month Kowalski was busy trying to set up safeguards against the possibility that such efforts to get government subsidies for strike-breaking might be repeated. In a letter to the Secretary of Defense, he requested that the services in the future write protective clauses into contracts to prohibit government agencies paying strikebreaking costs.

The \$7.5 million UAC is trying to collect from the Navy represents costs for overtime for strikebreakers, cost of their training, spoiled work and payments for help wanted ads to recruit more strikebreakers.

In his report, the Comptroller General said the company paid large sums for overtime after the strike to avoid re-hiring many of the striking members.

Now, UAC is asking the taxpayer to foot the bill.

"In effect," said Kowalski, "this is placing the government in the position of being a third party in a labor dispute."

"Some protection should be assured for the individual taxpayer in this whole business."

If the Defense Department does not provide firm assurance that protective clauses against such practices will be included in future contracts, Kowalski said Congress must pass a law to force such assurances.

"My main concern in this situation is the future," he said.

Hearings before the subcommittee also disclosed fantastic profits collected from the government by UAC.

It was brought out that UAC sold 900,000 gaskets to the Air Force in 1959 at 26 cents each.

This netted UAC a total profit of 15 cents on each gasket. They had bought the gaskets from Vellumoid Co. of Worchester, Mass., for 11 cents each.

UAC, in 1960, sold an additional 1,800,000 gaskets to the Air Force after agreeing to cut the cost per gasket back to 15 cents.

They paid the Air Force \$196,013 to cover the 1960 cut, but paid back none of the 1959 profits.

Water Rescues For Auto Victims

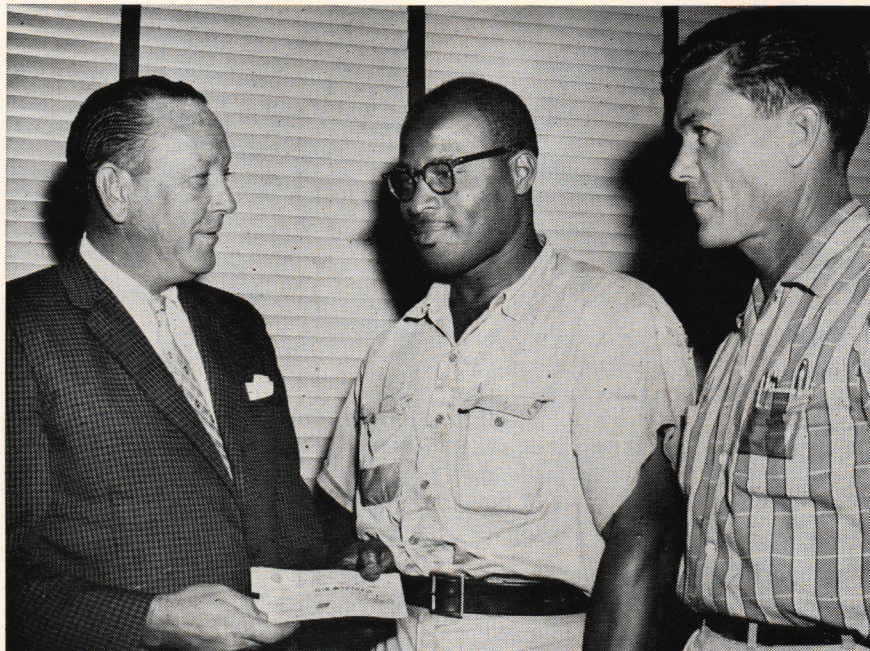
The best ways accident victims can escape from submerged automobiles or stay alive long enough to be rescued is being studied by the Michigan State Police, the Indiana University School of Health, Physical Education and Recreation, and the American National Red Cross.

The three organizations set intensive research on the lifesaving methods at a water-filled pit near Williamston, Michigan, about five miles east of Lansing.

They point out that, each year, an average of 400 Americans lose their lives when their automobiles plunge off bridges and roads into deep water. Although, in past years, some tests have been made and many theories advanced, next month's project will be the first such intensive research on the most practical methods of escape and rescue.

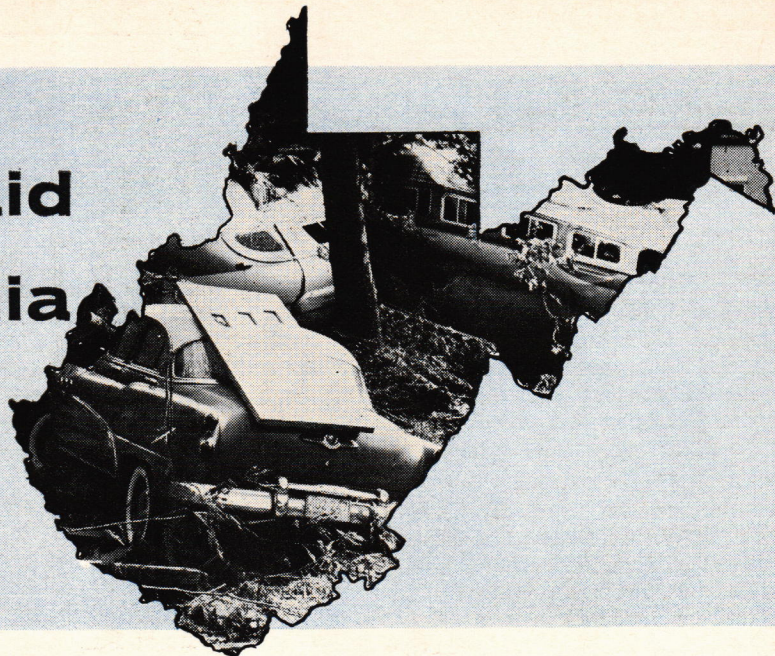
Results of the tests will be made widely available to the American driving public and also will be distributed internationally through the League of Red Cross Societies.

When A Man Needs His Union



T. B. Daniels receives a check for \$923.59 from Paul Hall, secretary-treasurer of Teamsters Local 512 in Jacksonville, Fla. Bert Fowler (right), business agent for the Local, looks on. The check represents back pay the Local won for Teamster Daniel, who was improperly discharged by the H&S Trucking Company following a minor accident.

teamsters aid West Virginia flood victims



WHEN a disastrous flash flood hit Charleston, West Virginia, July 19th, approximately 50 Teamster members of Local 175 and their families felt the full affects of the calamity, but were comforted by the quick action of the International Brotherhood of Teamsters and their local union in forwarding aid.

The International Union contributed \$10,000 to assist Teamster families whose homes were completely or partially destroyed by the flash flood which poured approximately six inches of rain on Charleston in a four-hour period, taking nearly 20 lives, and causing an estimated \$6-million in property damage.

Local 175 matched the \$10,000 contribution by the International Union.

Teamster General President James

R. Hoffa, in forwarding the flood aid to Teamster Local 175, said:

"We send our sincere sympathy to all the victims of the flood. We hope that this money to assist our members will also help all of the people of Charleston to recover from the disastrous flood without financial ruin. We are sorry that we cannot do more to assist."

Gene Carter, president of Local 175, commenting on the combined aid fund, said:

"We will use the \$20,000 to assist our members in getting back on their feet. After we have done this, we will use any money we have left to work with organizations assisting other victims of the flash flood."

Teamster Local 175 immediately set up a committee of union members to investigate and process requests from its membership for aid. The

committee was guided in its work by a desire to expedite aid checks to give immediate dispatch to the recovery effort.

In a letter to Teamster General President Hoffa, Carter expressed the appreciation of the local membership, saying:

"On behalf of the membership of Local 175, please accept our sincere appreciation for the most generous way in which you considered the membership of our local who were victims of the July 19th flood.

"The funds which the International Union made possible were matched by Local 175 and placed in the City National Bank in a special account identified as 'Teamsters 1961 Disaster Fund.' As soon as the emergency is over and we have disposed of the funds, we will furnish you a complete audit of the account."



At left, a casualty of flash flood is removed. At right, rescue worker views destruction.



No Violation, NLRB Rules

Handbilling Right Upheld

THE National Labor Relations Board has held that the publicity proviso of 1959 secondary boycott Amendments to the Labor Management Relations Act protects union members who pass out handbills at business places of employers not involved in a strike.

The decision was signed by Chairman Frank W. McCulloch and Members Boyd Leedom, John H. Fanning, and Gerald A. Brown. Member Philip Ray Rodgers dissented in part.

With respect to the handbilling, a major issue in the case was whether the secondary boycott proviso permitting publicity other than picketing applies only in situations where the primary employer is a manufacturer, or whether it applies also where the primary dispute is with other types of enterprises. The four-member majority took the latter view.

The case grew out of a labor dispute between the International Brotherhood of Teamsters, Local 537, and Lohman Sales Company of Denver, Colorado, the primary employer, a wholesale distributor of cigars, cigarettes, tobacco, candy and sundries.

The Teamsters visited several drug stores and supermarkets in Denver, purchasers of Lohman's products, and handed out "do not buy" circulars on the sidewalks and in parking lots to customers of the retail stores. Some of the owners and other personnel of the retail stores were requested not to purchase from Lohman and were threatened with distribution of handbills if they did not stop dealing with Lohman.

Lohman charged the Teamsters with violations of Section 8 (b) (4) (i) and (ii) (B), which are secondary boycott provisions of the Act.

Subsection (i) prohibits the inducement by a union of "any individual" employed by a neutral employer to refuse to perform services for his employer; and subsection (ii), the new provision under the Act, prohibits a union from threatening, coercing or restraining employers, where in either case, an object of the union is to force or require a neutral employer to

cease doing business with an employer engaged in a primary dispute.

Congress in 1959 also added to the labor relations statute the proviso that "nothing contained in such paragraph (Section 8 (b) (4)) shall be construed to prohibit publicity, other than picketing, for the purpose of truthfully advising the public, including consumers and members of a labor organization, that a product or products are produced by an employer with whom the labor organization has a primary dispute and are distributed by another employer, as long as such publicity does not have an effect of inducing any individual employed by any person other than the primary employer in the course of his employment to refuse to pick up, deliver, or transport any goods, or not to perform any services, at the establishment of the employer engaged in such distribution."

No Violations

After hearing oral arguments, the Board found no violations of Section 8 (b) (4) (ii) (B) as the handbilling was protected by the proviso. Also, the

union's threat to handbill, made to neutral employers, was lawful under the Act because the handbilling was lawful.

However, the Board unanimously did find a violation of Section 8 (b) (4) (i) (B) based upon oral appeals by the union to neutral employees not to order or buy products from Lohman, the primary employer. The Board ordered the union to cease such activity.

In reaching its decision upon the major point at issue—whether the publicity proviso covered a wholesaler as a primary employer as well as a primary dispute with a manufacturer—the Board majority reasoned:

Intent of Congress

"Had Congress intended to limit truthful publicity, which did not affect deliveries or services, to those employers doing business directly with employers in the 'manufacturing industry,' certainly the language used would have reflected this intent, * * * while it is true that the legislative history gives the familiar example of 'one who sells nonunion goods in a labor dispute,' this is hardly an indi-

Hoffa Meets the Press



Sunday, July 9th, immediately following the 18th convention of the Teamsters, their general president, James R. Hoffa, appeared on NBC's "Meet the Press." Hoffa is shown here as the program was in progress. At desk with Hoffa is the program's moderator, Ned Brooks. Panelists, left to right, were Max Lerner, New York Post Syndicate; A. H. Raskin, New York Times; Herbert Kaplow, NBC News; and Lawrence E. Spivak, Meet the Press producer and regular panel member.

cation that no other producer is covered by the proviso."

Also,

"Reading the Statute as a whole, there is not the slightest reason to conclude that Congress was concerned with permitting truthful publicity with respect to products derived from manufacturers, but was unconcerned with such publicity as it affected products from other wholesalers, such as Lohman."

In his dissent Member Rodgers said: "I think it is clear that Congress

unmistakably limited the application of the 8 (b) (4) proviso to the presence of certain requirements or expressed conditions; and unless all of the enumerated conditions are met in every respect, the proviso cannot be relied upon to save what would otherwise be unlawful. One of the conditions specified in the proviso is the publicity must involve 'a product or products . . . produced' by an employer with whom there is a primary dispute, and which 'are distributed by another em-

ployer.' Here Lohman, the primary employer, concededly produces nothing; on the contrary, it distributes the products which are produced by others. Accordingly, by its explicit language the proviso cannot stand as a defense and consequently Respondent's handbilling should be declared unlawful."

In its decision, the Board majority accepted the recommendations of Trial Examiner Martin S. Bennett, who heard the case in Denver.

A Great Day for the Kids

The Rank-and-File Committee from Teamster Joint Council No. 73 recently pulled out all the stops in sponsoring a day for kids at Palisades Park, N. J., playing host at a free day of fun, candy and rides.

The Committee, with the active support of Joint Council President Anthony Provenzano, also an Inter-

national Teamster vice president, played host to over 12,000 children.

Explaining the open invitation to all New Jersey children, regardless of whether or not parents were Teamsters, Provenzano declared:

"This is for all children of our state, a day of enjoyment which we are happy to sponsor."

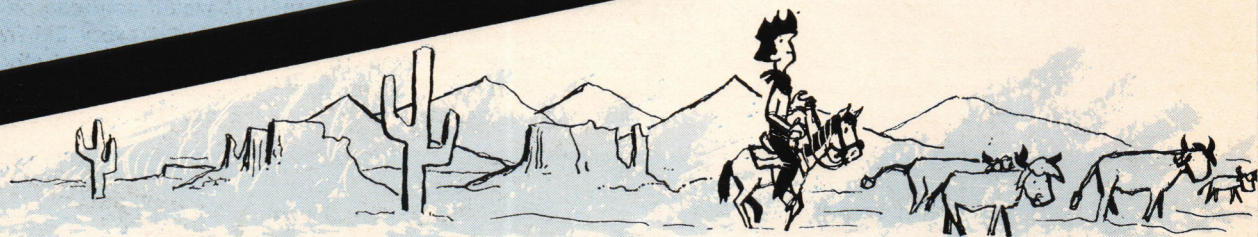
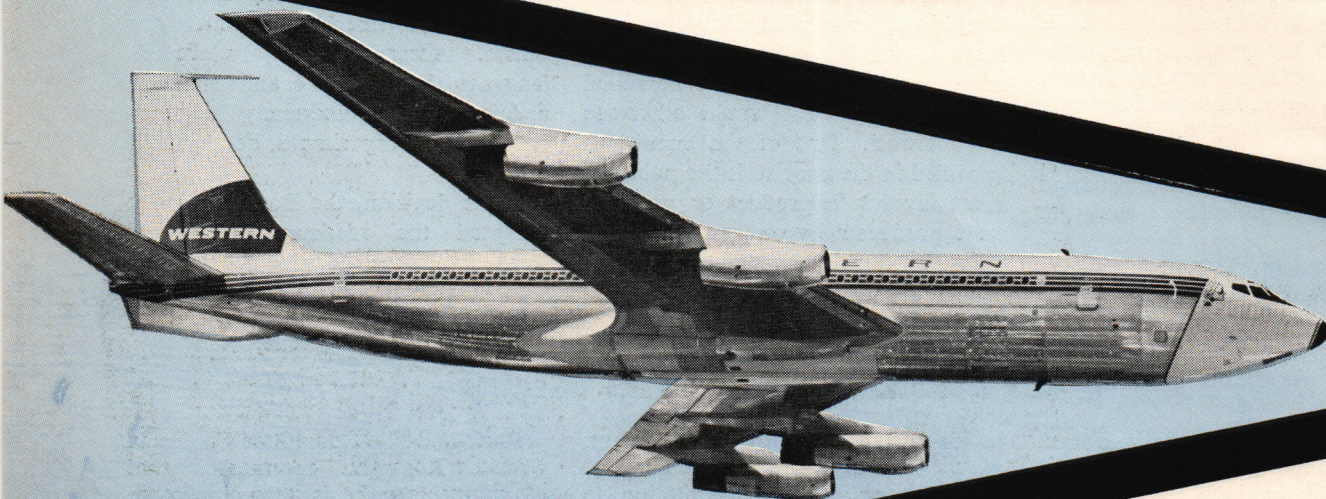
Rank-and-File Committee Chairman Charlie Romagna commented that the annual shindig is becoming more popular each year. He pledged that it would continue on an annual basis, even "if every kid in the state comes along to join in the fun."

The event took place at Palisades Park, N. J., on July 26th.



Shown here are members of Joint Council No. 73's rank-and-file committee and a sprinkling of the 12,000 kids recently hosted by the committee at Palisades Park, N. J., for a day of fun, candy, and rides. Lending active support to the annual kiddie event is Anthony Provenzano, International Teamster vice president and president of Joint Council No. 73. Provenzano is in center of photo holding a child on his lap. Nearby, lending moral support to Provenzano is rank-and-file committee chairman, Charlie Romagna (left of Provenzano).

TEAMSTERS SCORE MAJOR ON NATION'S PIONEER



THE TEAMSTERS' newly-established National Airline Division got off the ground in dramatic fashion with a significant organizing victory on Western Airlines, the nation's oldest continuously-operated commercial air carrier.

Mechanics and related personnel gave the Teamsters Union a convincing margin in a National Mediation Board election. Some six-hundred employees were involved.

Western employees indicated their decision was based on a wish to have

the kind of aggressive representation at the bargaining table they felt the Teamsters Union could offer.

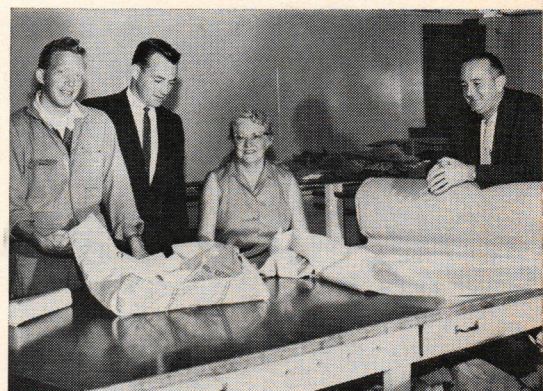
Evidence of the wisdom of their action came quickly. Shortly after the Teamster victory, conferences were held, and settlement of a number of grievances was announced. Some of the grievances had been pending for many months.

There was an appropriate note in the fact that the Teamsters' pioneering National Airline Division scored its first impressive gains on an air line which is one of the true pioneers in the nation's aviation industry.

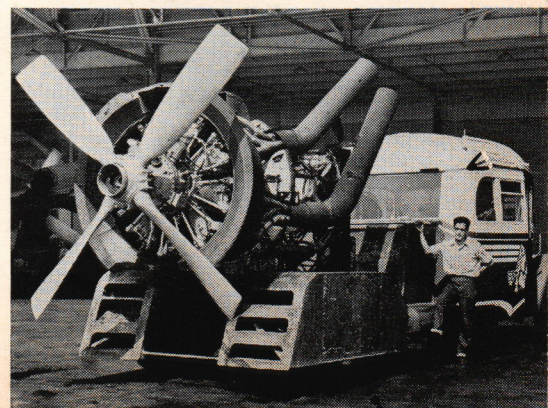
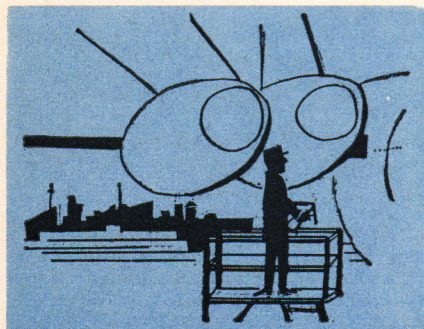
The story of Western's founding, its struggles and its progress is in a way a tableau of the commercial aviation industry in America.

On a warm Spring day in 1926, an open-cockpit, two-place Douglas M-2 biplane "streaked" down the runway—a 4,000-foot-long oiled strip through a hay field—at Vail Field near Los Angeles and headed in the direction of Salt Lake City.

About the same time, an identical

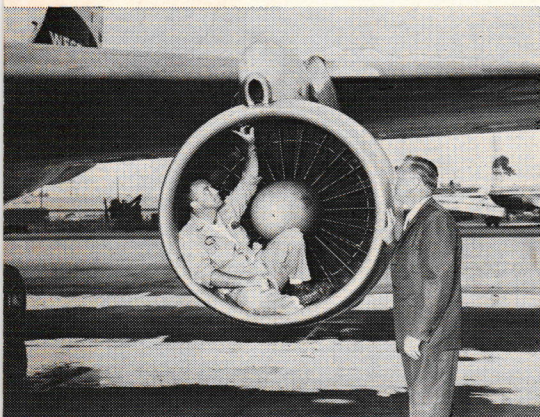
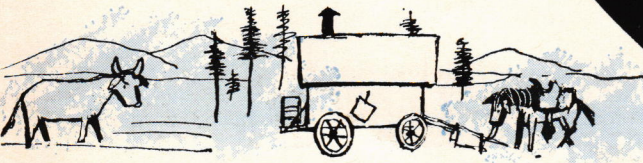


Charles Browning, Local 986 Business Agent Michael J. Riley, Gladys Hawthorne and Local 986 Business Agent John W. Gundy, above, inspect drop-slide cover for escape hatch. Jim Cartledge, below, completes 6-hour test run of DC-6 engine.



VICTORY AIRLINE

Union Oil refuels
Western aircraft on
pad.



Local 986 Secretary Andy Anderson watches Phil Carroll check cowling of 720-B's jet motor, while below, Don Clark, left, and Bud Kistler carry out safety check. Business Agent Riley is fascinated eavesdropper.



plane took off from Salt Lake City en route to Los Angeles. These flights, on April 17, inaugurated service of Western Airlines.

When Western began its services, the infant line had six of the open-cockpit Douglas M-2's and a team of four pilots, among them Fred Kelly, World War I aviator and a 1912 Olympic hurdles champion.

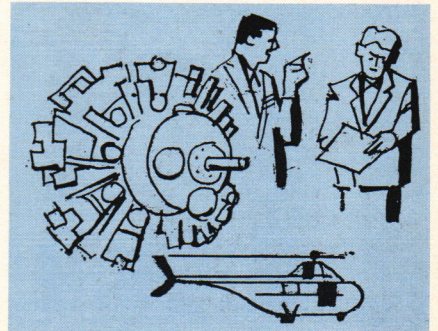
Western itself was to face plenty of hurdles between then and now, but the airline has cleared them all and, just this last Spring, celebrated its 35th anniversary with a fleet of 37 planes, including Boeing 707s, Electras and DC-6Bs. Shortly before the anniversary date, Western had become an all-four-engine fleet, with the retirement of its last 40-passenger Convair.

The nation's pioneer airline operates in 34 cities in 12 western states, Canada and Mexico and, in 1960, carried 1,721,619 passengers and reached a record high in cargo revenues. Among its 2,730 employees, 13 veterans wear emblems designating 30 years of service, evidence of the line's claim to one of the highest seniority

standings in the airline industry.

In its first year of operation, Western carried a total of 209 passengers and established a perfect safety record despite 38 forced landings along the desolate Los Angeles—Salt Lake route. It made a net profit of \$1,029.

The early history of Western is sprinkled with color and humor. Old-timers still like to recall the "bare facts" of the case of its first air hitchhiker. A 16-year-old boy climbed on the wing of an M-2 at Las Vegas, then only a fuel-stop, and went undetected until after take-off. The youngster clung to the wing for the entire 235-

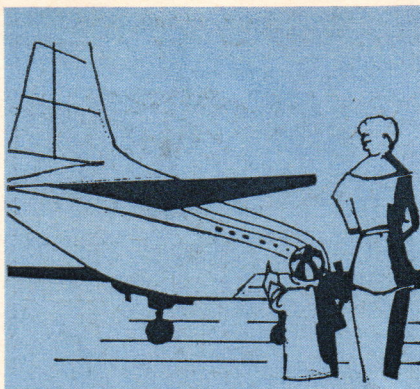


mile flight to Los Angeles, but the 90-mph winds tore off his clothes, and he arrived only in shirt-collar and cuffs.

Western's early pilots were typical of the swashbuckling, daring airmen of the 20s. They considered it routine to land in the desert for impromptu "bull sessions" with other pilots. Kelly once had as his passenger the actress, Bebe Daniels, and he obligingly set down his M-2 in the desert so the pilot of Western's westbound plane could meet the movie star.

As with most airlines in those pioneer days, Western's main source of financial income was in airmail contracts. The line lowered fares during its second year of operation, but the number of passengers still totalled only 400 at the end of 1927.

Nevertheless, in October, 1927, Western was able to declare the first dividend ever paid by an air transportation company operating solely in commercial activity and dependent wholly on earned revenue. By 1928, the line had emerged clearly as a leader in the nation's aviation industry.



About this time, Western was tapped by the Daniel Guggenheim Fund to operate "a model airline." It quickly met the challenges and introduced these "firsts" in air transport.

—Free meals aloft for passengers.

—Limousine service to and from airports.

—Elaborate passenger logs presented to travelers as souvenirs.

—The first tri-motored planes to be used on commercial flights.

Western also contributed pioneering achievements in the field of Meteorology after setting up its own string of weather-reporting stations. Along with Boeing Air Transport (forerunner of United Air Lines), Western shared the honor for the first use of two-way radios by U. S. commercial planes.

Continuing to expand and grow through bold moves, Western by mid-July, 1929, was offering the fastest transcontinental passenger service in history, through a combination of air-railroad travel. Passengers could travel coast to coast in 45 hours.

But, in 1930, the monumental battle for transcontinental routes hit the airline industry, and Western was in for a series of setbacks. Heavy pressures were put on the line to merge, and valuable routes were taken away. Control of the line went to big corporations in the east, but Western, through it all, stubbornly and successfully fought to retain its identity.

The line's hard-won growth, however, was stripped from it. In less

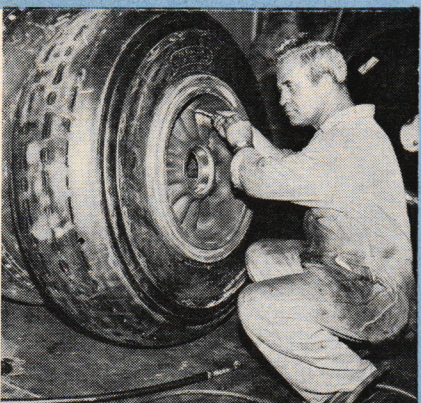
Cleaning is never-ending process. Here J. M. Leets cleans windows while W. L. Davis replaces pillow cases.



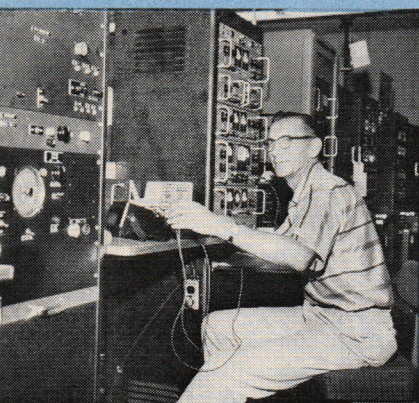
Tony Ledesma buffs and polishes a jet liner's skin. This adds to plane's efficiency by reducing friction drag.



Adding to the efficiency of the Flight Engineer is the Audio Jack Box which Ted Schert is servicing.



Checking tire gauge in the Tire Shop is "Shorty" Hile. The gauge must read 105 pounds.



In the Instrument Shop Ed Johnson sets up steering computer according to specifications.

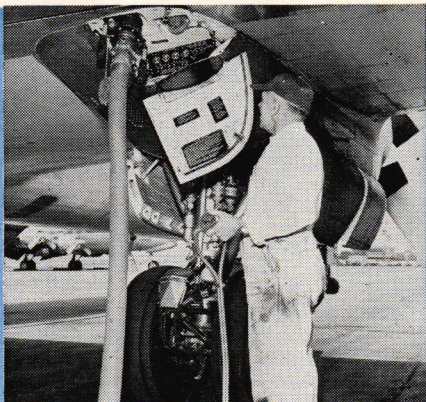


With cleanliness a must, Marvel Maurer scrubs overhead in an Electra Jet to John Grundy's approval.

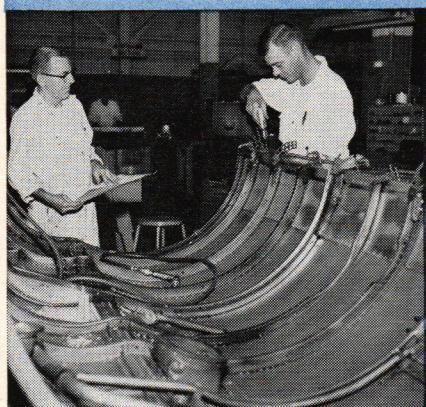
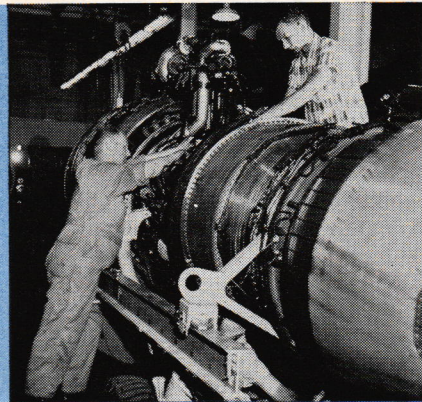
Pappy Hahn, with 15 years service in the Engine Overhaul Shop, works on pump of R2800 engine.



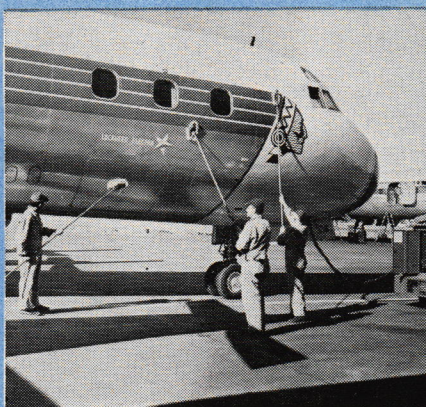
Joe Carter, lead mechanic, checks the gauges while refueling a Lockheed Electra.



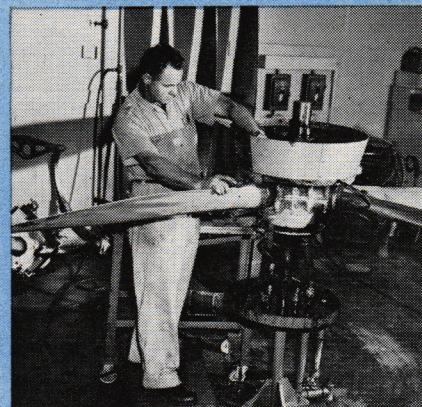
In Assembly and Overhaul are Jim Cleary and Bob Walter, and underneath, Lauriat Pomerleau.



Drilling holes to specifications on 720 Jet Cowling are Warren Hackman and Paul Rapp.



Luis Diaz, Santiago Vega and Floyd Hudson wash down and swab dry a plane, as is customary after each flight.



Overhauling a propeller completely in the Prop Shop is Gerald Page, one of men who keep flights going.

than a decade, the pioneer airline had grown from an operation covering 670 route miles to one of the four largest airlines in the country. But, in the face of overwhelming odds, it had been battered back to where it started.

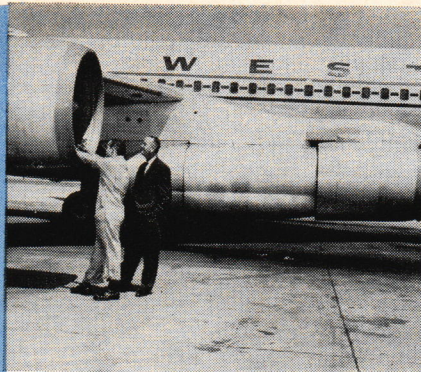
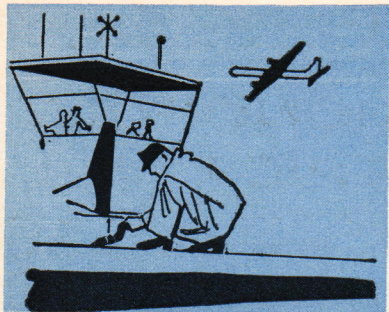
But Western proved you can't keep a good airline down. New ownership and reorganization in the mid-'30s set the stage for the line to regain its statute in the sky.

On April 17, 1936, Western was presented the first plaque ever awarded an airline for 10 years of continuous operation without a single passenger fatality. This record was remarkable indeed in view of the equipment and rugged routes of those pioneer years.

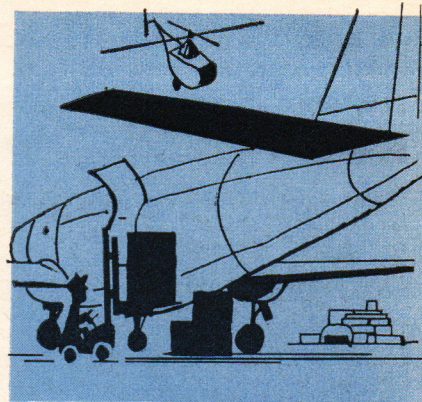
Slowly, Western had pulled itself up by its own bootstraps and foresaw a bright future, when war came in 1941. Literally, Western went to war immediately. Most of its equipment was placed at disposal of the Air Transport Command, and the line operated training schools in air transport for army pilot trainees. It also took on one of the toughest wartime assignments given a commercial line when it was assigned the Alaskan-Canadian route.

Awe of the jet age. Big jet engine fascinates tow-head youngster.





Barry Thibodeau is working on a Pratt Whitney JT3D-1, one of four jet engines of a 720-B. Business Agent John W. Grundy is onlooker.



Following the war, Western expanded — too rapidly — and had another brush with financial disaster. Terrell C. Drinkwater took over as Western's fourth president in 1947 and guided it back into clear skies. He continues today as the line's chief.

When Western celebrated its twenty-fifth anniversary in 1951, it also marked its most successful year. Successful years, happily, have continued to be the line's story.

Today, the nation's pioneer commercial air carrier is one of the most stable and financially successful lines in the nation. In 1960, along with other major lines, Western entered the "jet age." A highlight of the year was delivery of the first Boeing 720B turbo-fan jetliner, ranked as the fastest commercial airliner in service. Additional fan-jets have since been added to Western's ever-expanding fleet.

With cautious optimism and know-how gained through ups and downs in its colorful and eventful history, Western today looks forward to what it feels is its true destiny—full development of the Jet Age in the West.

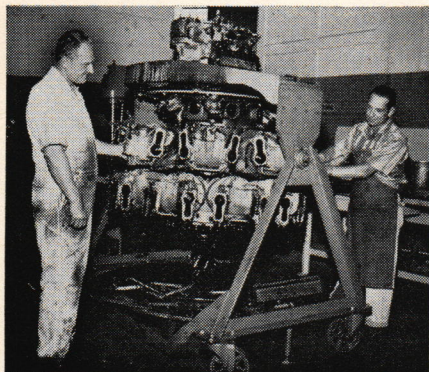
Its employees who are now represented by the Teamsters National Airline Division will play an important role in helping the line keep its date with destiny.

Lockheed Group Interested in IBT

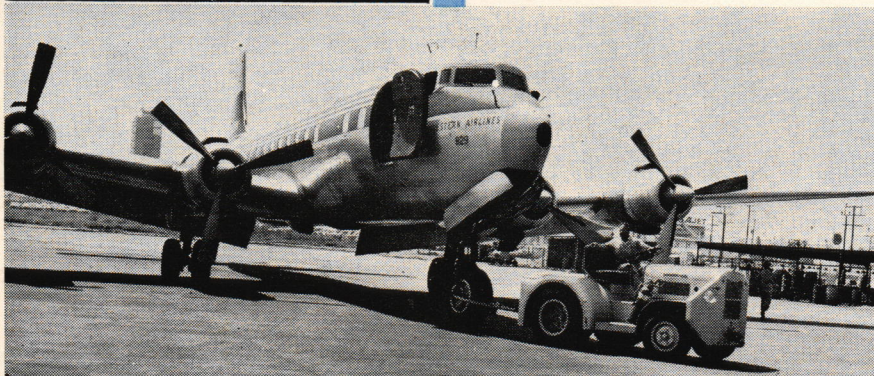
Following a meeting of leaders from various work divisions at the big Lockheed aircraft plant near Marietta, Ga., Teamsters Union spokesmen said plans would be pushed to bring the Lockheed workers into the Teamsters.

Local 728 President Robert C. Cook said some 100 employees attended the meeting and confirmed reports of discontent with present representation. Cook said those present expressed a wish to affiliate with the Teamsters Union.

Later meetings are to include all Lockheed workers, Cook said.

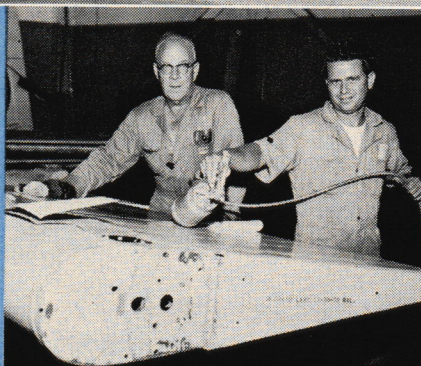


Completely tearing down the CB16 engine of a DC-6 are A. W. Barnett and P. H. Tibbitt.

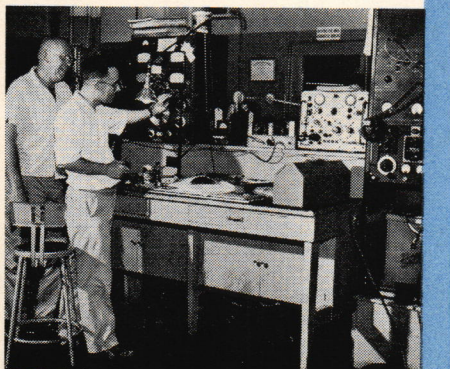


Tom Easterling tows an Electra from the hangar to the terminal in preparation for flight.

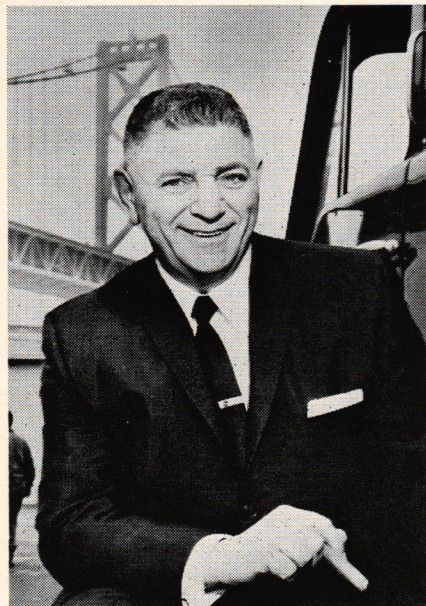
Earle Vaag, left, looks over Bill Sandborgh's shoulder at the transmission bench in the Radio Communications Center, where all units are extensively checked and rechecked.



In the Paint Shop Jim Darling, left, is priming a tail section while Oscar Arguello uses a spray gun. The various parts of the aircraft are continuously being brought up to specific tolerance.



Jack Goldberger New Organizer



Jack Goldberger

Jack Goldberger, Coordinator for Teamster Joint Council 7, with a long history of service in the Teamster movement, has just been appointed Special Organizer for the International Brotherhood of Teamsters by General President James R. Hoffa.

In addition to being Coordinator for the Joint Council, Goldberger is President of the Union Labor Party.

For 11 years, from 1948 to 1959, he was President of the San Francisco Labor Council. He served for several years as Vice President of the State Federation of Labor. For more than 25 years, he has been active in the labor movement.

Currently, Goldberger is a director of the United Bay Area Crusade, American Cancer Society, Columbia Park Boys' Club, Saints and Sinners, Legal Aid Society, and a member of the Juvenile Probation Board.

He is also a member of the National Newspaper Conference and the National Planning Commission. He is a director of the California State Fair Board and Exposition.

Active politically, Goldberger served as a Presidential Elector in 1948, casting his vote for ex-President Harry S. Truman.

BUSINESS MONOPOLY IN AMERICA

A comparison of the organization of workers and the organization of business dispels the old cliché that labor is a menace by reason of monopoly.

According to figures from the Department of Labor, Union members constituted only 23.9 percent of the work force.

Union members 17,029,000
Total work force 71,284,000

Compared with the organization of business, these figures seem almost ridiculously low.

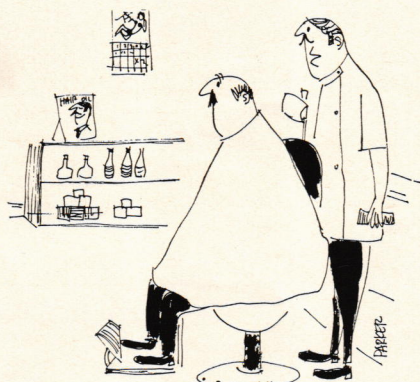
The National Association of Manufacturers is the largest association of industrial interest, with a membership of 20,000 manufacturing companies, also 400 trade associations.

NAM claims its direct and indirect membership produces over 75 percent of the annual factory output of the United States.

The U.S. Chamber of Commerce, another giant representing business, claims 23,000 companies and 700 trade associations.

Some of the individual companies represented in the NAM and Chamber are really shocking in terms of concentrated economic power.

"American Telephone and Telegraph, for example, based on combined population and wealth, would be somewhere around the 13th state in the union in terms of budget and certainly larger than many of the countries of South America. Some of these corporations are units which can be thought of only in somewhat the way we have heretofore thought of nations."



Sorry you had to wait, Mr. Brown. But when we merged with Al's Shop, a lot of barbers got thrown out of work.

A. A. Berle, Jr., "Economic Power and the Free Society"

Nowhere is this concentration of power more apparent than in the television industry.

"It is clear that CBS and NBC have a dominant position in the industry, and therefore exercise vast influence over television broadcasting and determine in large measure what the American people may hear and see over their television sets. Moreover the networks have achieved that dominance and exercise that influence by using spectrum frequencies that are a precious natural resource belonging to all the people."

Report on Antitrust Monopolies
House Judiciary Committee

Monopoly in the automobile industry:

Of the 38 companies in and out of the auto industry since 1897, only six remain—G.M., Chrysler, Ford, Studebaker-Packard Corp., Willys Motors, Inc., and American Motors. Only two companies have ventured into this industry since 1939—Crosley Motors, which disappeared in 1950 and Kaiser Motors, absorbed by Willys in 1953. General Motors represents a consolidation of seven formerly separate and independent automobile companies; Chrysler a consolidation of three.

That such monopoly exists largely for the benefit of a few might be reflected in those who list their family contributions during the 1956 Presidential campaign:

Du Pont	\$ 248,423.00
Field	33,500.00
Ford	36,899.00
Harriman	38,850.00
Lehman	39,500.00
Mellon	100,150.00
Olin	53,550.00
Pew	216,800.00
Reynolds	49,609.00
Rockefeller	152,604.00
Vanderbilt	62,400.00
Whitney	121,450.00

Total \$1,153,735.00

Source: Report of the Subcommittee on Privileges and Elections U.S. Senate, 1956 General Elections Campaigns

A. A. Berle Jr., "Economic Power and the Free Society" says that 50 percent of all American manufacturing is held by about 150 corporations.

A Labor Union Of Millionaires

How many millionaire union members do you know?

If you go to the movies or watch television, you know scores of them. Every actor in Hollywood belongs either to the Screen Actors Guild (SAG) or the American Federation of Television and Radio Actors (AFTRA), or both.

Thus, such rich individuals as John Wayne, Art Linkletter, Robert Cummings, Bing Crosby, Elizabeth Taylor, Jimmy Stewart and William Holden are active members of their union.

Safety Check On Ohio 'Pike

The Interstate Commerce Commission has been making an on-the-spot safety check of commercial vehicles operating over the Ohio Turnpike.

ICC safety inspectors, in cooperation with the Ohio Turnpike Commission and the Ohio State Highway Patrol, began their safety inspections at several locations along the turnpike.

In addition to checking vehicles for safety of equipment and compliance with the Commission's rules regarding dangerous cargoes, the inspectors will examine drivers' logs to see that maximum hours of service limitations are not violated. They will also examine drivers' certificates of physical fitness, and check into possible violations involving the conduct of interstate operations without proper authority.

"Vehicles found to be in hazardous condition will be removed from service," the Chairman said, "for the protection of other users of the highway, as well as of the drivers of such vehicles."

A similar road check of commercial vehicles using the Pennsylvania Turnpike was conducted last fall and 134 vehicles were found to be so unsafe that they were ordered out of service by safety inspectors of the Commission's Bureau of Motor Carriers.

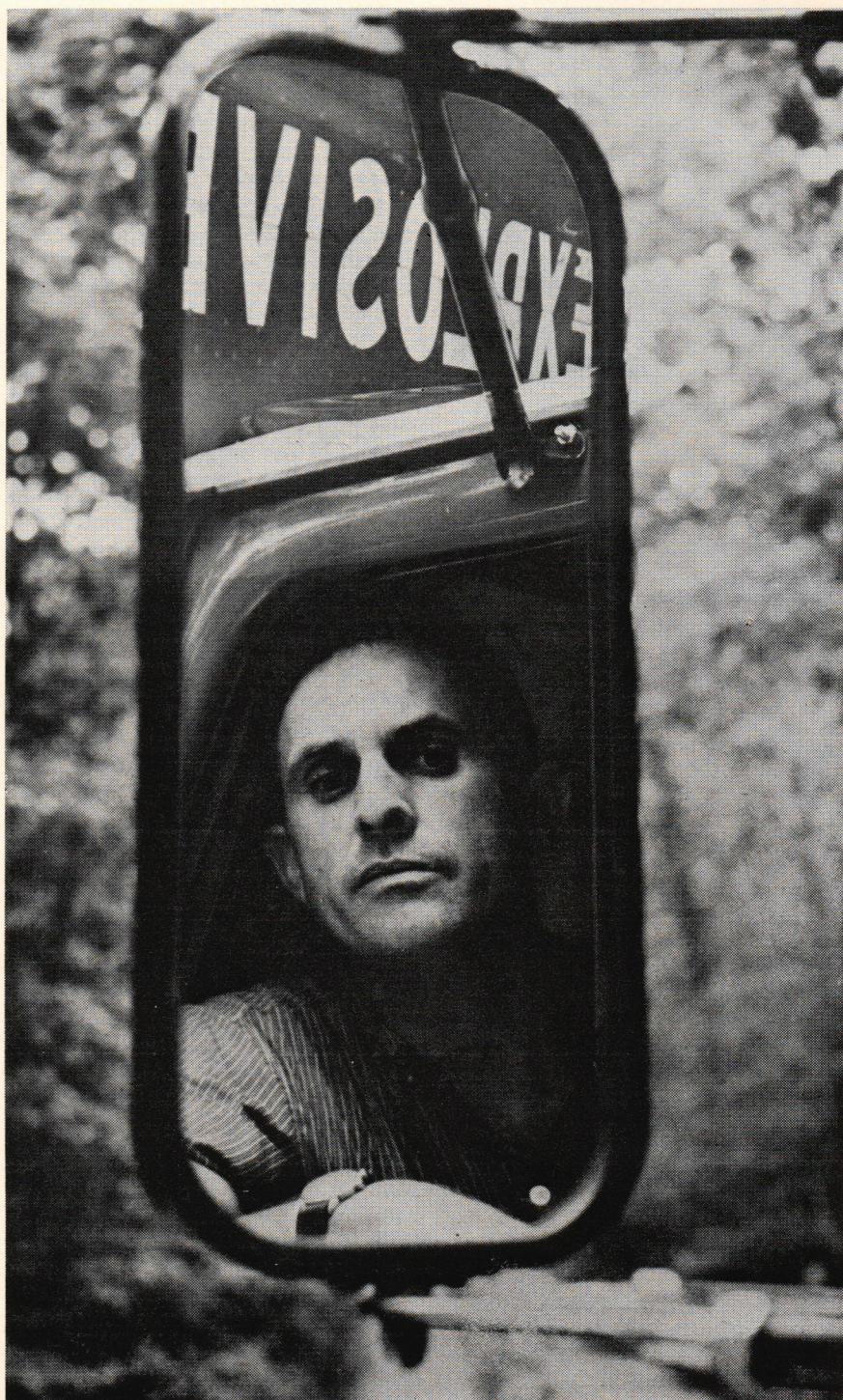
Safe Driving Tips from

The words in the rear-view mirror reads, "EXPLOSIVE."

The Teamster member who hauls dynamite over the nation's highways knows his job is especially dangerous, but that any traffic situation can develop into tragedy.

Particularly, the driver of a dynamite truck knows the value of defensive driving and in being prepared for any eventuality.

Because of his unique concern with safety, drivers of dynamite trucks recently were asked by a national



Drivers Who Ride with Danger

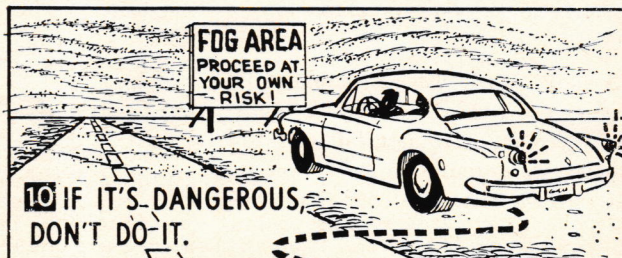
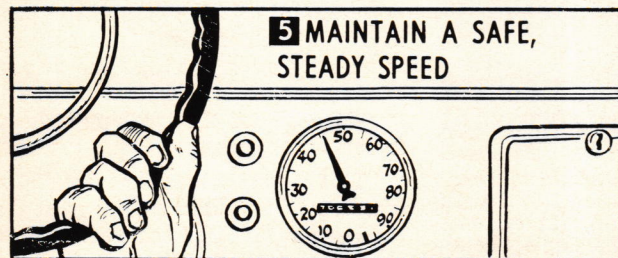
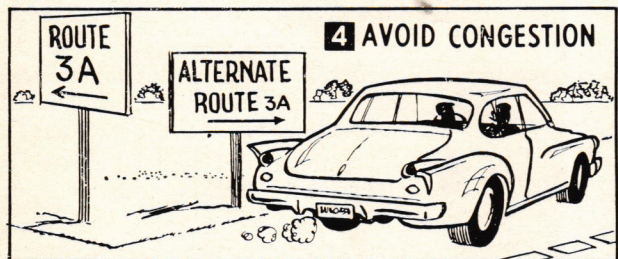
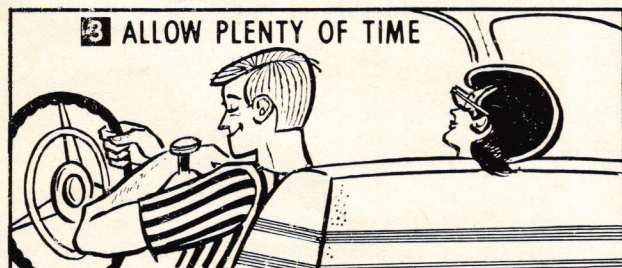
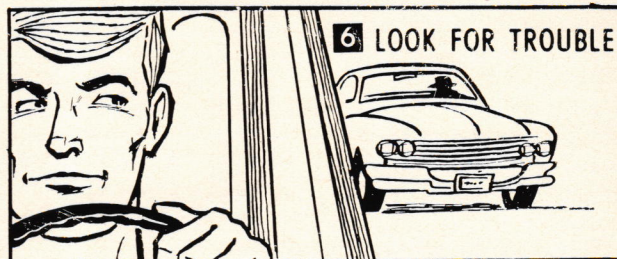
news service to compile safety suggestions which might help the average motorist—and, perhaps, other professional drivers.

The dynamite drivers came up with

a ten-point program which in reality is just good, plain common sense. Below are the recommendations of these professional drivers, who, every day, hit the road with a deadly cargo

just behind them.

Study these suggestions. Everybody who travels the highways can benefit by making them a daily habit in travel planning and driving.



Social Order Documents of Popes Leo, Pius and John Compared

Pope John XXIII's new encyclical commemorates the anniversary of two major papal documents dealing with the social order. Here is a comparison of the main points of each.

RERUM NOVARUM (On the Condition of the Working Classes), issued by Pope Leo XIII on May 15, 1891:

- Proclaimed the priority of man and his family over the State.

- Condemned not only Marxist communism and socialism, but also monopoly capitalism and industrial slavery. Socialism was labeled a violation of man's natural right to own property.

- Asserted that every worker has a right to a living wage.

- Held that workers have a right to form unions, to engage in collective bargaining, and to strike for just cause.

- Said that the State has a special duty to care for and protect the workers, and that the law should step in to right injustices and settle strikes detrimental to the common good.

- Called for social insurance provisions so as to give effective aid "not only in cases of accident, but also in sickness, old age, and distress."

QUADRAGESIMO ANNO (On Reconstructing the Social Order), issued by Pope Pius XI on May 15, 1931:

- Upheld Rerum Novarum as "the Magna Charta upon which all Chris-

tian activity in the social field ought to be based."

- Reiterated that true socialism is "utterly foreign to Christian truth," as its concept of life is material rather than spiritual.

- Condemned individualistic capitalism and unrestrained monopoly for crushing the mass of mankind with "hardships and difficulties."

- Asserted that "the worker must be paid a wage sufficient to support him and his family."

- Declared it "an intolerable abuse, and to be abolished at all cost, for mothers on account of the father's low wage to be forced to engage in gainful occupation outside the home . . ."

- Fostered international cooperation: "Since the various nations largely depend on one another in economic matters and need one another's help, they should strive with a united purpose and effort to promote by wisely conceived pacts and institutions a prosperous and happy international cooperation in economic life."

MATER ET MAGISTRA (Mother and Teacher), by Pope John XXIII, dated May 15, 1961:

- Drew a sharp distinction between socialism and socialization, condemning the first and upholding the second. "So long as socialization confines its activity within the limits of the moral order . . . it helps to promote . . . truly personal characteristics."

- Declared that "every effort must be made" to provide that the rich accumulate only "a just share" of profits, and that "an ample sufficiency be supplied to the workingman."

- Held that "fruitful and lasting" peace is impossible if the differences between people's social and economic conditions are too great.

- Called for broad international cooperation to help the underdeveloped nations overcome their "permanent state of poverty, of misery or of hunger" — "perhaps the major problem" of today.

- Asserted that in some countries the people are forced "to undergo inhuman privations in order to increase the output of the national economy at a rate of acceleration which goes beyond the limits permitted by justice and humanity."

- Saw man's God-given genius for adapting nature's "inexhaustible resources" as the solution to problems stemming from current world population growth, rejected artificial birth control, sterilization, and abortion as immoral.

State Senator Rail Lobbying

State Senator Al Flegel, in a letter to U.S. Senator Warren Magnuson, calls his attention to some underhanded play by the monopolistic railroads in the great northwest.

Senator Flegel charges the Southern Pacific Railroad with wining and dining Oregon businessmen and providing free trips to Washington, D. C. in an effort to get them to testify against S. 1197.

He also strikes out at the proposed merger between Western Pacific and Southern Pacific.

Senator Flegel sees all this as an attack at the trucking industry.

"I hope this letter will somewhat counteract the tremendous propaganda campaign which the National Association of Railroads is supporting and that you will realize that although some of us can't afford the trip to Washington to testify, that there is a terrific need for the trucking industry to survive.

"This is particularly so in our area, where we have been at the mercy of the benevolent Southern Pacific Company monopoly for many years."

Teamster Mayor Cuts Cake



Leo Carlin, Mayor of Newark, N. J., and former President of Teamsters Local 478, cuts the cake to celebrate "Eagle Night" at Boy Scouts Troop 74. Daniel Tortorello, secretary-treasurer of Teamsters Local 945 in Clifton, (at extreme right) is the Troop Scoutmaster. Others in the picture are the Eagle Scouts and their parents. The Troop is sponsored by Our Lady of Mt. Carmel Church.

Council of Churches Labor Sunday Message Cites Plight of Jobless

In a spirited message of good will to the nation's labor force expressing concern for the unemployed, The National Council of Churches today called for "positive and determined" efforts to bring about "full production and full employment aimed at providing decent living conditions the world over."

The Council's Department of the Church and Economic Life, in its 44th annual Labor Sunday Message, stressed that "automation is of critical concern to the churches" and "large-scale unemployment or long continued unemployment for persons able and willing to work is intolerable."

The Message has the approval of the executive board of the Division of Christian Life and Work of the National Council, according to the Rev. Cameron P. Hall, executive director of the Department of the Church and Economic Life. Mr. Hall said it is requested that the Message be read in the churches on Labor Sunday, September 3, 1961.

Recognizing that "automation—the invention and use of machines that reduce drudgery and multiply production—has increased opportunities," the text of the statement pointed out that nevertheless problems have been created which "concern us all."

The Message cited the dislocation of workers, some of whom may be forced into permanent idleness, although "in the long run automation may not reduce the total number of jobs."

Neither employers nor unions can solve alone the problem of maintaining an adequate level of demand for goods and services to keep our entire work force employed. "This task," the statement said, "involved fiscal and monetary policies and other economic measures. Only in a context of full employment can the problems created by automation be adequately met."

The National Council indicated that concern for others in need at home and overseas is a factor which "our Christian faith" demands of us.

Referring to the "increased capacity of our factories and our farms," the Message called for "bold new thought and action" in the distribution of "our potential abundance to those in need within and beyond our borders."

To achieve "full employment within our new technology" will require "the best creative thinking and action on the part of everyone, including labor, management, agriculture, government, and the Christian churches," the statement said.

Urging retraining and relocation of workers, better provisions for retirement and transfer of benefits, the National Council called on "all segments of the community" to assume "responsibility for such programs, even as labor must be willing to accept new techniques."

1925 Autocar Truck Retired

A 1925 model Autocar truck has been presented by the Maplewood Mill Company to the National Museum of Transport.

The truck is of three ton capacity with open cab, wooden caisson wheels and solid rubber tires. The four cylinder motor mounted beneath the driver's seat (a practice revived in recent years to decrease truck length) developed about fifty horsepower.

Alan C. Blood, President of the Maplewood Mill Company, said his father's firm, the old Maplewood Planing Mill Company, purchased the truck in 1925, part payment for which was made by trading in a team of horses, a wagon and half a carload of hay. The standard chassis, a successful model virtually unchanged in the period of 1912 to 1928, has a

The Labor Sunday Message, as in past years, is expected to be widely circulated in the churches, their publications and in religious broadcasts. Included this year are two prayers, "For Workers," and "For the Unemployed," to be read in local church services of worship on September 3.

The first Labor Sunday Message was issued in 1917 for use in Protestant churches. Labor Sunday observances began in 1910 when the Federal Council of Churches, at the suggestion of the American Federation of Labor, recommended to the churches that the Sunday before Labor Day be designated Labor Sunday. The day has been sponsored by the National Council of Churches since its formation in 1950.

lumber carrying stake body. Uncounted thousands of board feet of lumber were hauled from the Missouri Pacific Greenwood Avenue team tracks to the mill at 2731 Sutton in the thirty-three years of service which ended in 1958. The truck was always well maintained and kept in a garage.

Refurbishing of the relic was done at the St. Louis Public Service Company General Shops where few mechanics had met such a primitive truck which, in teamster's language, one "shook hands with" (cranked) to start.

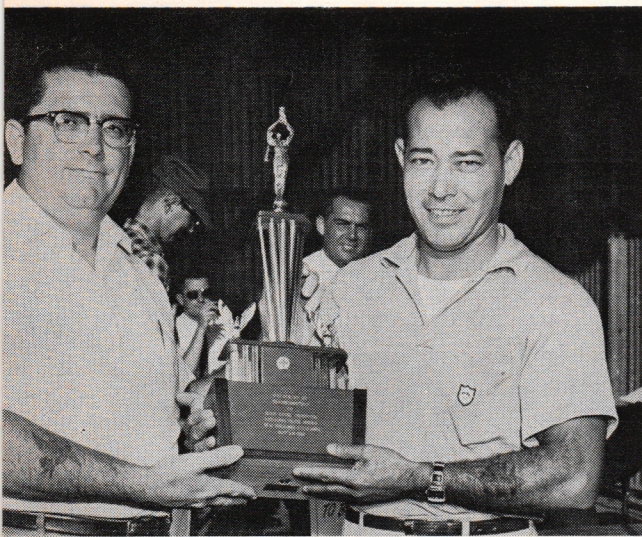
Fred J. Schmidt, Public Relations Representative of Pacific Intermountain Express, received the truck title for the Museum at the brief ceremony where a modern tractor trailer truck towered over its ancestor.





Teamsters Local 172 bowling team (left) was crowned champion of the Pan American League in Cocoa Beach, Fla. Members of the team included: (left to right) John Riffe, Local president, S. J. Casella, S. J. Szep, Harvey Moss, Steve McGraw, and Jack Symth.

Picture Parade



High score in the Louisiana Safe Driving truck rodeo championship in New Orleans last month was won by Lucien Alombro, driver for National Foods, shown above receiving his trophy from Joseph Guidry, Sr., business agent for Teamsters Local 270. Local 270 president Charles D. Winters announced that 14 of the 21 awards were won by Local 270 members, in addition to Alombro's special award.

The bowling team sponsored by and composed of members of Local No. 236, Paducah, Kentucky, won the Service League Bowling Championship in that city for the 1960-61 season. The team members pictured below are, from left: First row, Willard S. Pace, ice cream route salesman, Midwest Dairy; Ronald E. Parker, milk route salesman, Midwest Dairy; J. D. Johnson, over-the-road driver, Bonifield Bros. Second row, Jackie L. Brewer, milk route salesman, Midwest Dairy; Jesse M. Flood (Captain), assistant business representative, Local No. 236; Michael R. Weig, Euclid driver, Tecon Corporation, on construction at the Barkley Dam site. Brother Johnson received an additional trophy for bowling a 253 game, the third highest game during the league season.



WHAT'S NEW?

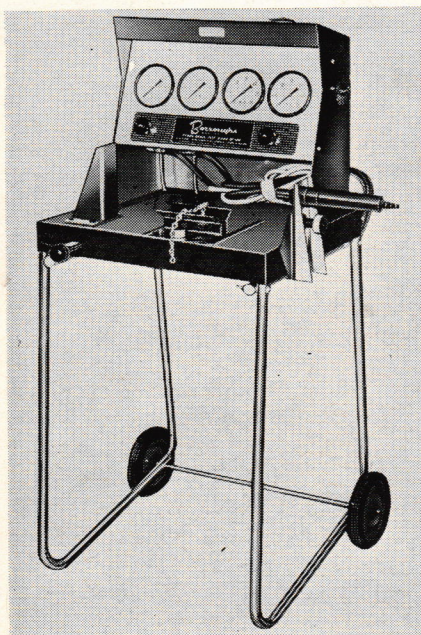
Wire Rack Holds Shop Tools, Paints

A strong, six-hook wire rack offers a convenient place to hang varied tools and equipment in the fleet shop. It consists of a center staff with a hanging hook at the top and an eye at the bottom to permit another rack to hang below it. Fanning out from this are six "spiderleg" hooks, convenient for hanging tools, gaskets, washers etc., in addition to paint cans and brushes for body work. The wire rack is offered with either 4- or 6-inch-long hooks on a 6-inch center staff.

• • •

Tests Power Brakes While on Bench

A power brake tester is now available that enables the repair and perfect adjustment of any power brake cylinder unit while the unit is on the bench, thus saving considerable time and trouble. The tester is designed to test the efficiency of the check valve;



check the reservoir tank; test the power brake vacuum with the unit in the car; permit step-by-step diagnosis of trouble in the power brake unit after it is removed from the car; check factory performance specifications for both vacuum and hydraulics after overhaul; eliminate the old cut-and-try method of repeatedly removing and replacing the power brake cylinder before actual causes of malfunction can be corrected. The tester is available mounted on a stand or as a bench model.

• • •

Edge-Lifting Solved With New Tire Patch

A tire patch with almost unlimited service life in truck drive wheel tires as well as off-highway units is now available from Akron. This patch has thousands of tiny nylon filaments which, it is claimed, solve the problem of edge-lifting.

• • •

Compact Unit Keeps Car Air Cool, Clear

A car cooler about the size of a portable radio can now be quickly and easily installed under the dashboard of any vehicle to cool the air quickly and keep the air clear of smoke and odors. This is not an air conditioner.

• • •

Hoses Designed for Dry-Bulk Material

An Ohio firm is marketing a line of hoses for dry-bulk material in three types. These are: a) a 3-inch hose for air inlet service on pressurized transport vehicles. This is said to resist temperatures up to 350 degrees F. while providing unusual flexibility. b) Two discharge hoses with controlled abrasion feature of the Dry-Bulk-S lightweight type and Dry-Bulk-W type with wire spiral in its carcass to maintain inside diameter. These hoses are offered in 4-inch size for handling powdered and granulated solids.

Rigid Foam Insulation Is Fire-Retardant

Excellent insulating properties are claimed for a new one-shot, fire-retardant rigid foam insulation designed for reefer trucks and trailers. This substance has the added advantage of remaining stable at temperatures beyond 200 degrees F.

• • •

Aluminum Cleaner Saves Time, Work

Trailer cleaning time and work are cut to the minimum with a newly-developed aluminum cleaner that removes oxidation, dirt, oil and carbon, leaves no streaks or residue on metal, glass or paint. Easy to use, the substance is just sprayed on the surface and after a few minute wait it is hosed off with plain water.

• • •

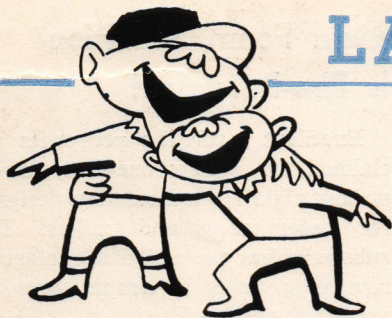
Road Shock Absorbed By Sleeper Mount

Road shocks and engine vibration are absorbed to a considerable degree by a line of bed shockmounts to add to the comfort of sleeper cabs. These four bed mounts are attached simply and easily near each corner of the mattress board and secured to the floor by screws.

• • •

Vehicle Burglar Alarm Saves on Current

Economy combined with complete effectiveness is claimed for a new vehicle burglar alarm that draws battery current only if alarm is set off. This compact unit is controlled by a security key and is said to protect the vehicle against theft or unlawful entry by alternately setting off the horn and flashing the lights. It works through the doors, hood or trunk lid.



LAUGH LOAD

Always in Season

"Where are some good places to stop on this trip?" asked the tourist.

"Well," drawled the farmer, "I reckon I'd stop at all railroad crossings."

Through His Pockets

"My husband has no idea what I go through when he snores."

"Mine never misses his change either."

Beside The Point

Professor Lushly sat in the back of the smoking car deeply engrossed in a chemistry book when the conductor asked him for his train ticket. The professor searched frantically for it several minutes. Finally the conductor said, "Never mind, Mr. Lushly. When you find it, mail it to the company. I'm certain you have it."

"I know I have it," exploded the professor. "But what I want to know is, where in the devil am I going?"

Clever Fellow

Having dined in a restaurant with her husband, a woman missed her gloves when she was on her way out. Murmuring something to her husband, she hurried back to the table to look for them. Not seeing them on the table, she lifted the cloth and began to grub around on the floor.

Just then a waiter came up.

"Pardon me, madam," he said, "but the gentleman is over there by the door."

Won Hands Down

A sailor in a good mood entered the barracks and called out, "I'll give a dollar to the laziest man here."

Everyone scrambled to his feet and rushed forward to tell how lazy he was except one tall Texan. He drawled, "Just roll me over and slip it in my pocket."

Not Negotiable

While in Washington I introduced Marie to a friend of mine, a big shot with the Internal Revenue Service. Marie complained about high taxes, so my friend said, "Darling when you think of this wonderful, marvelous country you live in, you should pay your taxes with a smile."

Marie answered: "I tried that, but they insisted on cash."

You're So Kind

"Have I told you about my grandchildren?"

"No, and I appreciate it."

Sad but True

There really is only one thing wrong with the younger generation. Most of us don't belong to it any more.

Cash Value

Simpson: "That son of yours who went to Texas must have made a fortune. What's he worth now?"

Jimson: "Well, six months ago the Texas authorities were offering \$1,000 for him."

Laughing at Me

A sensitive man from outer space descended to earth recently and came face-to-face with a piano in a store window.

"Okay, you," he snarled, "wipe that nasty grin off your face."

No Problem

The man who sings at the top of his voice for an hour a day will not be troubled by chest complaints in his old age, I read. The neighbors will make sure of that.—The Passing Show.

Bad Guess

Reefer Driver: "What'll you have to drink, honey?"

Cuddlesome Cutie: "I guess I'll have champagne."

Reefer Driver: "Guess again!"

Private Stock

There had been a fire in a brewery in a small city and while repairs were being made, the local tavern owners were forced to go on a quota. One afternoon the manager of the brewery picked up his phone; a tavern-keeper said:

"Hey, when am I going to get some more beer?"

"But you've had your quota for this week," replied the manager of the plant.

"Yes, I know that," insisted the voice at the other end of the line, "but what about my customers?"

In a New Sense

"Bill," said a sailor looking up from his writing, "do you spell 'sense' with a 'c' or an 's'?"

"That depends," replied his friend. "Do you refer to money or brains?"

"Aw, I don't mean either of them two," was the reply. "What I want to say is, 'I ain't seen him sense.'"

No Point

Joe—What does your wife say when you stay out this late?

Moe—I'm not married.

Joe—Then why do you stay out this late?

Used to Be

Miss Snook—Did Mr. Borer sing a popular song at the concert?

Miss Brook—Well, it had been popular before he sang it.

Bless You

"I have always had a presentment," she said, "that I should die young."

"Well, darling," remarked her dearest friend, "you didn't after all, did you?"

Congratulations

"Where's your sister, Nancy?" the piano teacher asked.

"She's in the hospital," Betty answered, "She hurt herself."

"That's too bad. What happened?"

"Well, we were playing that new game — you know, who can lean farthest out of the window — and Nancy won."



FIFTY YEARS AGO

in Our Magazine

(From the September, 1911, issue of The Teamster)

Protecting Their Jobs

The present Administration is making an effort towards convincing taxpayers that aid to other countries should not be considered as handouts but as a helping hand to those in need, especially in the underdeveloped countries. But there is still much to be done regarding those U.S. companies who set up operations in foreign countries merely to avoid paying taxes and a living wage to workers.

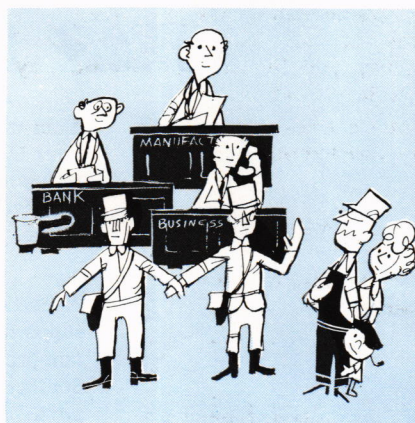
A similar problem confronted Congressmen of 50 years ago when there was great pressure to raise tariffs on goods imported to this country. Organized labor then was trying to protect the jobs of workers from foreign competition. Today labor is trying to bring American manufacturers who operate in countries abroad to the detriment of the American worker back home. Again, then as now, those opposing the position of organized labor felt there must be some ulterior motive for labor's position. Below are excerpts of a speech that Congressman Berger delivered to his colleagues 50 years ago. You will see that the type of anti-labor bias he describes has not changed much in the intervening half century.

"Some of the gentlemen here have repeated the old, threadbare fallacy that the high tariff is to protect labor. Gentlemen, you are not in the habit of making laws for the protection of labor.

"You are continually making laws for the protection of life and property—for the protection of the lives of those who own the property, and for the protection of the property they own. You are continually making laws for manufacturers, bankers and merchants.

"But the workingman, who has no other property than his labor, gets scant protection, indeed.

"As far as security of work is concerned, the workman of the present time is worse off than any of his predecessors in history. In fact, the irregularity of his employment, the frequency with which he is out of work, is the most alarming feature of the workingman's condition. The toiler of today cannot work when he wants to, or when he ought to, in order to support himself



and family. He can work only when it is to the profit of the employer that he should do so.

"We are often inclined to deprecate the resistance of the workingman to the introduction of machinery.

"But these victories of the human intellect over the forces of nature which naturally should be a benefit to all—an unlimited source of blessing to the human race—have often become a means of torture to the toilers."

Pity the Poor Farmer

We suppose the middleman could easily justify his existence in an argument with one who would like to see him erased from the American market-

ing scene. But we do think it rather pathetic that the farmer who toils from morn to night planting, tending and harvesting the food that keeps us all alive doesn't get a better break than he is now receiving.

A recent item in the newspapers brought this fact to mind when it told how present day farmers on the West Coast were being paid about a penny a pound for tomatoes. But when these same tomatoes reached the east coast consumer the price had ballooned to 35 and 40 cents a pound. In some stores three medium sized tomatoes were bringing over 50 cents.

This all points the way to an item in the September 1911 issue of our magazine where a complaint about the poor farmers' plight was even then being raised.

The curious thing about all this high cost of foodstuffs was that the complaints were no longer coming from "street corner Socialists or even the ultimate consumer," our magazine pointed out. Even a well-known railroad magnate was described as outraged at finding cherries "for which the California farmer received 5 cents a quart and the railroads hauled for a cent to a cent and a half for 3,000 miles bringing 40 cents when they finally reached the market. The operation of some of the less scrupulous middlemen was then described.

"Selling has become such a fine art that the middlemen, through their combinations, now refuse to let the producer and the consumer come together. In Indianapolis they have, even in violation of law, taken possession of the city's market house, excluding the farmers and gardeners, for whom it was built, that they might sell their produce to the people of Indianapolis.

"They have gone farther and demanded of the evicted producer that he shall not sell direct to the consumer—that he must sell to them or they will boycott him.

"This evil seems to have become so outrageous that it is bringing railroad presidents, millionaires and ultimate consumers almost to the position of the Socialist. Something has to be done to eliminate the toll takers and bring the producer and consumer closer together."



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- 3** By joining now, you get a free bonus of an exquisite perfume-filled atomizer. These highest-quality atomizers are made available by **DRIVE** and the City of Hope in appreciation of your support of political education and community service.

Fill out the coupon below and send along with \$3 for your active membership in **DRIVE**, the political education organization dedicated to a better tomorrow for you and your family.

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(Registered to Vote?)